KENTUCKY 69

from US 60 to the Bob Cummings Bridge

Hancock County

Final Report

PRE-DESIGN SCOPING STUDY

Prepared for:

KENTUCKY TRANSPORTATION CABINET

DIVISION OF PLANNING

October 2004

Prepared by:

PRE-DESIGN SCOPING STUDY

FINAL REPORT

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HANCOCK COUNTY, KENTUCKY

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Prepared by

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EXECUTIVE SUMMARY

The KY 69 Pre-Design Scoping Study was prepared to assist the Kentucky Transportation Cabinet (KYTC) in defining the scope and feasibility of improvements, and propose solutions, best suited to meet the current, as well as future, needs to provide a better connection between US 60 and the Bob Cummings Bridge in Hawesville. The scoping study was developed using a project study team approach, consisting of representatives from the Transportation Cabinet Central Office, District 2, Green River Area Development District, and Qk4. Public involvement included project team meetings, a local officials/stakeholders meeting, a public information meeting, resource agency coordination, and website information. For details on items discussed below, refer to the table of contents and select the appropriate section.

Corridor issues and concerns were identified through discussions with KYTC officials, comments from local officials and stakeholders, public information meeting comments, on-site visits, traffic records, and project team meetings. Improved access to US 60 and safety concerns were the dominant issues, prompted primarily by connectivity and roadway geometrics. Other corridor issues involved: community, historic resources, and environmental impacts; commuter and truck traffic in the downtown area; economic development; noise and air pollution; and cost effective design. The existing KY 69 connection involves a sharp 90-degree turn at the bridge approach, and a second 90-degree turn at Main Street upon entering/exiting the downtown area. Commuters and large trucks jointly negotiate through Hawesville's narrow downtown streets, with on-street parking, narrow shoulders, steep grades, sharp intersection turns, and restricted sight distances. Traffic congestion is a frequent occurrence. Hawesville is a listed historic district. KY 69 and the Bob Cummings Bridge are a critical link between Hawesville and Tell City, Indiana and I-64 to the north. Improving access/connectivity would play an important role in terms of the region's future economic growth and development, commercial truck access, projected traffic demands, and other opportunities in the region.

The project goals were developed from a careful consideration of corridor issues, concerns, and existing conditions.

- *Provide improved connectivity between US 60 and the Bob Cummings Bridge in Kentucky, and to I-64 in Indiana via SR 37.*
- *Provide a facility capable of serving recent growth, and sustaining current and projected traffic demands.*
- *Improve safety by removing large trucks from downtown Hawesville.*
- *Improve safety by constructing a new roadway meeting current design standards.*

An analysis of existing conditions confirmed restricted traffic flow and frequent congestion in downtown Hawesville. KY 69 carries a notable volume of large trucks due to the location of several major commercial establishments in the region and the Bob Cummings Bridge across the Ohio River. Intermixing passenger vehicles with large trucks on congested narrow downtown streets with restricted traffic flow and visibility carries increased safety concerns. From the bridge, south bound trucks must execute a sharp 90-degree right-turn off the approach ramp onto Main Street (KY 69), which frequently causes them to either jump the curb or cross into the opposing traffic lane, forcing oncoming vehicles to stop or backup to provide clearance. Southbound traffic subsequently executes a 90-degree left-turn from Main Street onto Main Cross Street and follows KY 69 up the steep ridge to US 60. Northbound traffic makes first a right-turn onto Main Street and then a left-turn at the bridge ramp. Traffic delays and backups are common due to the heavy truck volume. The existing situation is expected to deteriorate further since traffic volume is projected to increase 39 to 142-percent by the year 2030. Any roadway improvement through Hawesville is anticipated to be difficult given the numerous historic property resources and steep topography.

Improvement options in the following categories were evaluated:

- No Build – involves only routine roadway maintenance, with no additional action to improve the facility. This option was not recommended because it did not address the project goals.
- Operational Improvements – involves relatively low-cost improvements implemented through maintenance type activities (*e.g.*, traffic signing/signals at critical locations, trim or remove vegetation and other visual obstacles, improve a curve's radius).
- Spot Improvements – more expensive improvements of relatively short distance involving roadway reconstruction to correct horizontal and vertical deficiencies. No spot improvement opportunities were identified.
- Build Alternatives – usually the most expensive improvement involving roadway construction on new alignment. Four build alternatives were considered, each a two-lane, undivided roadway with a truck climbing lane, meeting current design standards.

Recommendations

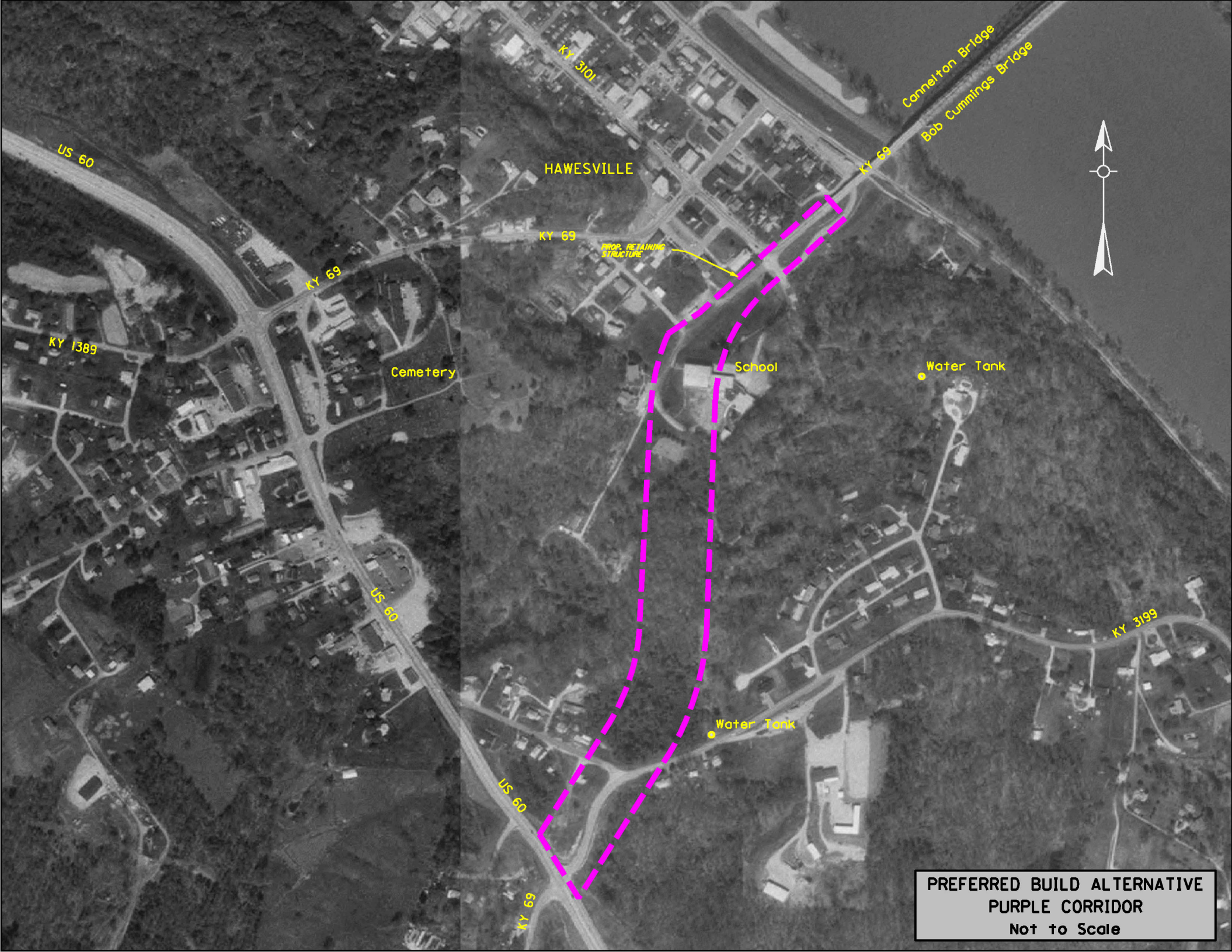
Operational Improvements. The project study team recommends the following operational improvements be implemented as short-term measures, which are relatively low-cost safety improvements. Additional consultation with Hawesville elected officials is recommended before implementation due to potential business establishment and cultural resource impacts.

1. Improve turning radius of the Main Street and Bob Cummings Bridge approach intersection's northwest corner to provide sufficient space for trucks to maneuver.
2. Remove on-street parking for 100-150-feet (requires 3-4 parking spaces) on both sides of Main Street (KY 69) from the Main Street and Bob Cummings Bridge approach intersection to improve traffic flow.
3. Prohibit on-street parking at the Main Street and Main Cross Street intersection around the old courthouse corner to improve traffic flow.

Build Alternative. The project study team recommends Alternative Purple as the preferred build alternative corridor meeting all the project goals. The project team also recommends Alternative Purple's southern terminus include a realigned US 60 approach opposite Old Hartford Road. Alternative Purple would provide a better connection between the Bob Cummings Bridge and US 60, direct trucks away from the downtown business area, meet projected traffic demands, and eliminate the two 90-degree turns at Main Street. This alternative minimizes relocations and cultural resource impacts, requires the least amount of earthwork, and is the least expensive build alternative considered to construct. Total construction cost is estimated at $6,800,000.

Further Study and Special Considerations. The project study team recommends conducting further study if an improvement option is carried forward involving construction traversing the elementary school property or the daycare playground. Hancock County already has plans to construct a new elementary school, close and dispose of the existing school. Immaculate Conception Catholic Church owns and operates the daycare playground, and their long-term plans are unknown. Alternative Purple can be implemented to minimize impacts to both facilities; however, if potential adverse impacts are not a factor, then the design can remain unchanged and the costs stable.

Funding. The 2003-2008 Six-Year Highway Plan does not include funding for any phase beyond this pre-design scoping study. Additional funding would need to be identified in the Six-Year Highway Plan for design ($800,000), right-of-way ($1,800,000), utilities ($800,000), and construction ($3,700,000) phase estimated costs for the recommended improvements.


US 60
KY 3101
HAWESVILLE
Connelton Bridge
Bob Cummings Bridge
KY 69
KY 69
PROP. RETAINING STRUCTURE
KY 69
KY 1389
Cemetery
School
Water Tank
US 60
KY 3199
Water Tank
US 60
KY 69
PREFERRED BUILD ALTERNATIVE
PURPLE CORRIDOR
Not to Scale

1.0 INTRODUCTION

1.1 Purpose of the Study

The study purpose is to investigate the need, and propose feasible solutions, to provide a better connection between US 60 and the Bob Cummings Bridge (formerly the Lincoln Trail Bridge, also known as the Cannelton Bridge) in Hawesville, located in Hancock County in northwestern Kentucky.

The Bob Cummings Bridge spans the Ohio River and is the major connector between Hawesville and Tell City, Indiana, and I-64 to the north via SR 37. The city of Hawesville is the county seat for Hancock County, the major population center for the area. Since the bridge provides the area's only Ohio River crossing, the bridge attracts significant volumes of truck and commuter traffic. The nearest other Ohio River bridge crossings are: to the east, the Matthew Welsh Bridge via KY 79 near Brandenburg in Meade County (about 50 driving miles); and to the west, the William H. Natcher Bridge via US 231 near Owensboro in Daviess County (about 26 driving miles). At Hawesville, the existing connection between the Bob Cummings Bridge and US 60 uses KY 69 and involves a sharp 90-degree right-turn into downtown Hawesville when exiting the bridge from Indiana, and a subsequent left-turn to exit the downtown area and climb the steep ridge to US 60. Northbound traffic from US 60 must descend a narrow KY 69 into Hawesville, turn right onto Main Street, and execute a left-turn onto the bridge approach. The two-lane KY 69 goes through the downtown area and has sharp turns and narrow streets that restrict traffic flow, especially in the vicinity of the bridge approach. The existing bridge approach is particularly challenging to negotiate for the substantial amount of truck traffic using the bridge and passing through the narrow downtown streets of Hawesville. Truck traffic maneuvering through the restrictive downtown area and crossing the bridge contributes to traffic congestion, delays, and driver frustration. The intermixing of large trucks and passenger vehicles in the downtown commercial business area creates increased safety hazards.

This study examines improvement strategies to address both current and future needs and encompasses a study area of approximately 197 acres, which is roughly a 0.7-mile diameter circle around southern Hawesville. This KY 69 project is a pre-design scoping study only and is not scheduled for any further work in the Kentucky Transportation Cabinet's FY 2003-2008 Six-Year Highway Plan. Only the project's planning phase was approved and funded. No design, right-of-way, utility, construction, or other phases are currently funded or scheduled. Public involvement included project team meetings, a local officials/stakeholders meeting, one public meeting, resource agency coordination, and website information.

The study's intent is to identify and collect critical information concerning the project corridor prior to advancing the project. This, in turn, will help the KYTC in decisions regarding the need for roadway improvements, in defining potential roadway improvements that would better serve the Hawesville and Hancock County residents, and developing cost estimates for future programming. The study will also assist the KYTC in addressing Federal environmental issue requirements as defined in the National Environmental Policy Act (NEPA). The study began in mid-2003 with an assessment of existing conditions, which included a review of existing reports and plans, an analysis of existing and projected traffic volumes, and a crash history analysis of study area roadways. An environmental overview/footprint was developed to highlight environmentally and culturally sensitive locations (see Exhibits 1 and 2, *Environmental Footprints*, in Appendix A, and Appendix B, color photographs of the study area).

1.2 Corridor Issues

Discussions with KYTC officials, comments from local officials and stakeholders, comments from the public meeting, project team meetings, and on-site visits identified corridor issues, which centered around improved access, safety, and connectivity. Safety emerged as the overwhelming primary corridor issue, with concerns focused on the high potential for crashes, and sub-standard roadway geometrics (*i.e.*, narrow driving lanes and shoulders, sharp turns/curves, steep grades, and restricted sight distances). It was generally agreed that an improved roadway would also enhance connectivity and commercial truck access, thereby increasing the potential for future economic growth and development, while sustaining current and projected demands.

While developing the corridor issues, the project team considered the following items. The Bob Cummings Bridge is the major connector between Hawesville and Tell City, Indiana. In the city of Hawesville, KY 69 has sharp turns and narrow streets that restrict traffic flow, especially in the vicinity of the bridge approach. Several of the area's major employers have fleets of large trucks, which are used to conduct daily business activities. Large trucks routinely drive over the curb and/or cross over into the opposite traffic lane, to negotiate the right-angle turn off the bridge approach. The study area encompasses a populated area with steep grades. Hawesville's numerous historic properties could make improvements difficult, especially along existing roadways. In addition, due to the nature of the project, the project termini are relatively inflexible.

With the exception of US 60, most of the existing roadways do not meet current design standards. Existing roadways have narrow driving lanes and shoulders. US 60 is a major regional connector meeting current design standards (mostly a 4-lane divided highway), has a AAA truck weight class rating, and is listed on the National Truck Network. The Indiana Department of Transportation is reconstructing SR 237 at the north end of the Bob Cummings Bridge that will result in an improved connection to I-64 via Indiana SR 37. The roadway improvements on the Indiana side are anticipated to improve traffic flow and, therefore, attract additional traffic to cross the Bob Cummings Bridge. Kentucky traffic forecasts indicate traffic volumes will increase 39 to 142 percent on existing study area roadways by the year 2030. KY 69 and US 60 will experience the greatest increases (64 to 142 percent).

The identified corridor issues fall into the following major categories:

- *Improved Access*
- *Community Impacts*
- *Roadway Geometrics and Safety*
- *Commuter and Truck Traffic in Downtown Area*
- *Minimize Impacts to Historic and Environmental Areas*
- *Convenience of Improved Access to US 60*
- *Economic Development*
- *Noise and Air Pollution*
- *Cost Effective Design*

2.0 EXISTING CONDITIONS

2.1 Project Location

The project is located in western Kentucky in the town of Hawesville in Hancock County. The project's intent is to find a better connection between US 60 and the Bob Cummings Bridge over the Ohio River. The project study area includes the southern end of the town of Hawesville, which is a fairly typical rural Kentucky town with narrow two-lane roadways and multiple sharp turns maneuvering through the downtown area. Residential and commercial establishments are situated along the roadways.

2.2 Roadway Characteristics

Except for US 60, most of the major roadways within the study area are two-lane, undivided highways traversing rolling terrain. Lane widths are predominantly 9 to 11 feet wide; however, a one-mile length of KY 69 within Hawesville has 12-foot wide lanes. The posted speed limit is mostly 55 mph, reducing to 25 and 35 mph in Hawesville. Shoulder width ranges from 0 to 4-feet wide. (Current design standards specify 12-foot wide driving lanes and 10-foot wide shoulders.) The percent passing sight distance is generally poor. US 60 roadway geometrics generally meet existing design standards, and it is mostly a 4-lane divided highway with a 55-mph speed limit. The study area highways have a variety of state system ratings, including: State Primary (Other) (US 60, KY 69), State Secondary (KY 69, KY 1389), Rural Secondary (KY 1847, KY 2181, KY 3101, KY 334), and Supplemental Road (KY 3199), which are further classified as *Rural Principal Arterial* (US 60, KY 69), *Rural Major Collector* (KY 69), *Rural Minor Collector* (KY 1389, KY 1847, KY 2181), and *Rural Local* (KY 3101, KY 3199, KY 334). Only US 60, KY 69, KY 3101, and KY 3199 have a AAA truck weight class rating. Only US 60, and KY 69 north of US 60, are listed on the National Truck Network. None of the highways are listed on the National Highway System. Tables 1 and 2 (*Existing Highway Systems*, page 9, and *Geometric and Traffic Characteristics of Existing Highways*, page 10) present an inventory of the roadways studied and their characteristics. The shaded boxes in Table 2 indicate those roadway sections with widths less than the current design standards of 12-foot wide driving lanes and 10-foot wide shoulders, and undesirable levels of service.

Additionally, Indiana has improved the connection between the Bob Cummings Bridge and I-64, the major west-east interstate highway to the north. Indiana SR 237 is being reconstructed from the bridge end to SR 37, which connects to I-64. SR 237 provides a connection around Tell City, Indiana, making this an attractive route across the Ohio River for truck traffic and other through traffic.

2.3 Traffic and Level of Service

The following paragraphs provide summaries of traffic information. Tables 1 and 2 provide roadway characteristics and information on the major roads within the study area. Existing traffic volumes (year 2002) and truck percentages were obtained from the KYTC Highway Information System (HIS) database.

Existing traffic volumes for the study area's highways range from 150 vehicles per day (vpd) along KY 3199 to 10,600 vpd along KY 69. Projected (year 2030) traffic volumes are expected to range from about 210 to 25,600 vpd at the same locations without implementing an improvement project, representing increases of 39 and 142 percent, respectively. KY 69 in the study area currently has traffic volumes ranging from 2,400 to 10,600 vpd, which are projected to increase to 4,000 to 25,600 vpd at the same locations (67 to 142 percent increases). Traffic volumes throughout the study area are projected to

increase 39 to 142 percent, with KY 69 and US 60 experiencing the greatest increases. The predicted traffic volumes represent unconstrained traffic increases based on growth trends (see Table 2, *Geometric and Traffic Characteristics of Existing Highways*).

Truck traffic volume in the study area was not available for all roadway sections. The available data indicates truck traffic volume ranges from 7.3 percent (KY 2181) to 15.8 percent (KY 3199). Truck traffic along KY 69 and US 60 is 8.4 to 10.7 percent.

Level of service (LOS) is listed in the *2000 Highway Capacity Manual*, published by the Transportation Research Board, and is a method commonly used to evaluate and describe roadway functions. "Level of service" is defined as a qualitative measure of operational conditions, and the motorists' perception of those conditions. The conditions are usually defined in terms such as speed, travel time, maneuverability, delay, and comfort and convenience. The letters "A" through "F" designate the six levels of service. LOS A represents the best operating conditions (*i.e.*, free flow conditions), while LOS F defines the worst (*i.e.*, severe congestion). According to the national standards, the lower levels of service (*i.e.*, D, E, and F) are unacceptable for safe and efficient operation. The lower levels generally involve unstable traffic flows, and drivers have little freedom to maneuver. Typically, LOS D is considered the minimum acceptable in urban areas, and LOS C the minimum acceptable in rural areas. Both the *Kentucky Transportation Cabinet Design Manual*, and the American Association of State Highway and Transportation Official's (AASHTO) *A Policy on Geometric Design of Highways and Streets* state the desired LOS for the design of a rural arterial roadway in rolling terrain is "B."

The LOS analysis performed on highways in the study area indicates the existing LOS's range from A to D (see Table 2, *Geometric and Traffic Characteristics of Existing Highways, and* Exhibit 3, *Traffic and Crash Locations*). For KY 69, the LOS is either C or D, while the LOS on the newer US 60 is predominantly LOS A. Without the proposed project, the projected (year 2030) LOS's are expected to decrease (*i.e.*, worsen) along most roadway sections of KY 69 and US 60 (see Table 2). Without implementing an improvement project, the increasing traffic volume and decreasing LOS ratings would cause regularly occurring peak-hour congestion along KY 69 in Hawesville, and its associated delays in accessing businesses, increased driver frustration, and the likelihood for higher accident rates. Implementing an improvement project would be expected to alleviate these anticipated problems, provide added lane capacity, and an alignment constructed to current geometric standards.

2.4 Crash Analysis

Crash data was used to identify roadway sections with abnormally high crash rates, thus indicating a possible need for safety improvements. Crash analysis was performed on the major highway sections listed in Tables 1 and 2. Reported crashes with valid mile points within the study area were researched for a five-year period from January 1998 through December 2002. Additional information was gathered from the KYTC HIS database.

Crash analysis procedures involve assigning reported crashes to roadway locations by mile point. The crashes are normally classified by severity into one of three categories: fatal, injury, or property damage only (PDO). Then, the average crash rate for roadway sections of various lengths is determined. Generally, the analysis includes analyzing the entire roadway length under study, followed by analyzing successively smaller roadway sections, especially those containing higher concentrations of crashes. Roadway sections are classified as either spots or segments depending on their length — sections less than

0.30 miles are classified as a spot, and sections over 0.30 miles are classified as a segment. Roadway section crash rates were normalized for comparison by either hundred-million-vehicle-miles traveled (HMVM) for segments, or millions-of-vehicles (MV) for spots. Using the average crash rate, the critical crash rate was obtained from Kentucky Transportation Research Center's *Analysis of Traffic Crash Data in Kentucky (1996-2000)*. The critical crash rate is the maximum crash rate expected to occur on a roadway section, given the statewide average crash rate for that functional road class, the average daily traffic (ADT) volume, and the roadway section length. The ratio of these two rates (*i.e.*, the actual annual crash rate to the critical crash rate) produces a critical rate factor (CRF), or a measure of crash frequency for each segment or spot. If the roadway section's actual crash rate exceeds the critical rate (*i.e.*, the CRF is greater than 1.0), then that section is classified as a high crash location.

Table 3, *Crash Analysis*, summarizes crashes on study area roadways and identifies high crash locations with shaded boxes. One segment of roadway on KY 1389 was identified as having historical crash rates higher than those for other similar Kentucky highway segments. The KY 1389 high crash segment is characterized by a narrow, two-lane, undivided roadway with narrow shoulders and a poor passing sight distance (6 percent). It is located about 0.8-miles west of KY 1389's intersection with US 60 (at mile point 7.929), and outside the study area. US 60 is the only study area roadway with fatal crashes. One fatality occurred between mile points 10.434 and 10.820, which corresponds to the only US 60 section that is an undivided, two-lane road with narrow shoulders, poor passing sight distance (80 percent), and a LOS D rating. The other fatal accident occurred in the adjoining US 60 section.

The crash analysis indicates one roadway segment near the study area is experiencing high crash rates. A high crash spot analysis identified one spot on KY 1389 between mile points 6.800 and 7.100, which is located within the high crash segment discussed above, and outside the study area. The spot location had 4 crashes (no fatal, 3 injury, 1 PDO) and a CRF of 1.16. No high crash spot locations were identified within the study area. Poor/restricted visibility, speed differentials between vehicles, and traffic congestion, combined with a roadway not meeting current design standards in the case of KY 1389, are the likely leading factors for the high crash rate. This argument is supported by the documented traffic volumes and poor levels of service (LOS), poor visibility on some roadways, and poor percent-passing sight distances (see Table 2).

Local officials, stakeholders, and residents claimed the 90-degree turn/intersection from the bridge approach into, and out of, Hawesville was also a high crash location, even though it is not indicated as such by official records. They were convinced this was true, claiming 2-4 crashes occurred weekly until a flashing caution/stop light was installed in early 2003. After installing the flashing light, the number of crashes reduced dramatically. The KYTC database may not reflect the crashes because the crashes were not reported, or the local residents observations of many "near miss" crashes. Field observations noted the intersection experienced a high traffic volume in the mornings and evenings, especially during the elementary school's operating hours. The intersection also experiences a large volume of heavy truck traffic associated with local industries/employers, and from other commercial transporters. These trucks must frequently swing into the opposing traffic lane to complete a right-turn. Local motorists familiar with the intersection and attentive to traffic conditions can adjust to anticipate truck driver requirements. However, even if crash data does not accurately reflect existing circumstances, the high volume of truck traffic combined with the sub-standard roadway geometrics creates a high potential for crashes and other safety concerns.

TABLE 1 --- Existing Highway Systems

Begin MP	Begin Route	End MP	End Route	State System	National Truck Network	National Highway System	Functional Classification	Truck Weight Class
KY 69, Hancock County								
12.541	Tick Ridge Rd	12.816	KY 1265	State Secondary	No	No	Rural Major Collector	AAA
12.816	KY 1265	13.080	US 60	State Secondary	No	No	Rural Major Collector	AAA
13.080	US 60	13.478	KY 3101	State Primary (Other)	Yes	No	Rural Principal Arterial	AAA
13.478	KY 3101	13.600	Clay St	State Primary (Other)	Yes	No	Rural Principal Arterial	AAA
13.600	Clay St	14.137	Lincoln Trail Bridge	State Primary (Other)	Yes	No	Rural Principal Arterial	AAA
US 60, Hancock County								
7.257	KY 271	10.240	KY 69	State Primary (Other)	Yes	No	Rural Principal Arterial	AAA
10.240	KY 69	10.346	KY 2181	State Primary (Other)	Yes	No	Rural Principal Arterial	AAA
10.346	KY 2181	10.434	N/A	State Primary (Other)	Yes	No	Rural Principal Arterial	AAA
10.434	N/A	10.820	N/A	State Primary (Other)	Yes	No	Rural Principal Arterial	AAA
10.820	N/A	13.670	KY 3199	State Primary (Other)	Yes	No	Rural Principal Arterial	AAA
KY 1389, Hancock County								
4.762	Lambert School House Rd	6.492	Lead Creek Bridge	State Secondary	No	No	Rural Minor Collector	A
6.492	Lead Creek Bridge	6.658	N/A	State Secondary	No	No	Rural Minor Collector	A
6.658	N/A	7.391	KY 1847	State Secondary	No	No	Rural Minor Collector	A
7.391	KY 1847	7.929	US 60	State Secondary	No	No	Rural Minor Collector	AA
KY 1847, Hancock County								
0.000	KY 271	1.630	N/A	Rural Secondary	No	No	Rural Minor Collector	A
1.630	N/A	2.136	KY 1389	Rural Secondary	No	No	Rural Minor Collector	A
KY 2181, Hancock County								
9.798	Tick Ridge Rd	11.640	N/A	Rural Secondary	No	No	Rural Minor Collector	A
11.640	N/A	11.932	US 60	Rural Secondary	No	No	Rural Minor Collector	A
KY 3101, Hancock County								
0.000	US 60	0.460	N/A	Rural Secondary	No	No	Rural Local	AAA
0.460	N/A	0.571	N/A	Rural Secondary	No	No	Rural Local	AAA
0.571	N/A	0.944	KY 69	Rural Secondary	No	No	Rural Local	AAA
KY 3199, Hancock County								
0.000	US 60	0.839	N/A	Supplemental Road	No	No	Rural Local	AAA
0.839	N/A	1.000	N/A	Supplemental Road	No	No	Rural Local	AAA
1.000	N/A	3.301	US 60	Supplemental Road	No	No	Rural Local	AAA
KY 334, Hancock County								
16.420	KY 271	19.140	N/A	Rural Secondary	No	No	Rural Local	A
19.140	N/A	19.522	KY 3101	Rural Secondary	No	No	Rural Local	A

Source: KYTC *Highway Information System* (HIS)

TABLE 2 --- Geometric and Traffic Characteristics of Existing Highways

Begin MP	End MP	Length (miles)	No. of Lanes	Lane Width (feet)[1]	Shoulder Width (feet)[1]	%Passing Sight Distance[2]	Speed Limit (mph)	Roadway Type	Terrain Type	Pavement Type	ADT 2002	ADT 2030[3]	ADT percent increase	Truck %	LOS[1] 2002	LOS[1] 2030	Adequacy Rating[4]
KY 69, Hancock County																	
12.541	12.816	0.275	2	10	2	7	55	undivided	rolling	High Flexible	2,400	4,000	66.7%	10.6	C	C	85.4
12.816	13.080	0.264	2	10	2	0	55	undivided	rolling	High Flexible	2,800	4,600	64.3%	**	C	C	66.4
13.080	13.478	0.398	2	12	3	0	35	undivided	rolling	High Flexible	7,300	17,600	141.1%	**	C	E	72.5
13.478	13.600	0.122	2	12	0	0	25	undivided	flat	High Flexible	10,600	25,600	141.5%	**	D	F	78.0
13.600	14.137	0.537	2	12	2	0	30	undivided	flat	High Rigid	8,900	21,500	141.6%	8.4	D	E	82.0
US 60, Hancock County																	
7.257	10.240	2.983	4	12	10	n/a	55	divided	flat	High Rigid	10,100	24,400	141.6%	10.7	A	B	81.9
10.240	10.346	0.106	4	12	10	n/a	35	divided	rolling	High Rigid	9,000	21,700	141.1%	10.7	A	B	78.8
10.346	10.434	0.088	4	12	2	n/a	55	divided	rolling	Bituminous Surface Treated	9,500	22,900	141.1%	**	A	B	86.1
10.434	10.820	0.386	2	12	2	80	55	undivided	rolling	Bituminous Surface Treated	9,100	22,000	141.8%	**	D	E	86.1
10.820	13.670	2.850	4	12	10	n/a	55	divided	rolling	Bituminous Surface Treated	6,000	14,500	141.7%	**	A	A	86.1
KY 1389, Hancock County																	
4.762	6.492	1.730	2	9	2	32	55	undivided	rolling	Bituminous Penetration	380	540	42.1%	**	B	B	**
6.492	6.658	0.166	2	9	2	49	55	undivided	flat	Bituminous Penetration	540	760	40.7%	**	B	B	**
6.658	7.391	0.733	2	9	2	6	35	undivided	flat	Bituminous Penetration	540	760	40.7%	**	A	A	**
7.391	7.929	0.538	2	9	2	6	35	undivided	flat	Bituminous Penetration	2,100	3,000	42.9%	**	B	B	**
KY 1847, Hancock County																	
0.000	1.630	1.630	2	9	1	**	55	undivided	rolling	Mixed Bituminous	720	1,000	38.9%	**	C	C	**
1.630	2.136	0.506	2	9	1	**	35	undivided	rolling	Mixed Bituminous	720	1,000	38.9%	**	A	A	**
KY 2181, Hancock County																	
9.798	11.640	1.842	2	9	3	**	55	undivided	rolling	Mixed Bituminous	1,200	1,700	41.7%	7.3	B	B	**
11.640	11.932	0.292	2	9	3	**	35	undivided	rolling	Mixed Bituminous	1,200	1,700	41.7%	7.3	A	A	**
KY 3101, Hancock County																	
0.000	0.460	0.460	2	11	2	**	35	undivided	rolling	High Flexible	2600	3700	42.3%	10.2	B	C	**
0.460	0.571	0.111	2	11	2	**	25	undivided	rolling	High Flexible	2600	3700	42.3%	10.2	B	C	**
0.571	0.944	0.373	2	11	2	**	25	undivided	rolling	High Flexible	4,000	5,700	42.5%	10.2	C	C	**
KY 3199, Hancock County																	
0.000	0.839	0.839	2	10	2	10	35	undivided	rolling	High Flexible	420	590	40.5%	15.8	A	A	**
0.839	1.000	0.161	2	10	2	10	55	undivided	rolling	High Flexible	420	590	40.5%	15.8	B	B	**
1.000	3.301	2.301	2	10	2	10	55	undivided	rolling	High Flexible	150	210	40.0%	**	C	C	**
KY 334, Hancock County																	
16.420	19.140	2.720	2	9	4	**	55	undivided	flat	High Flexible	1,600	2,300	43.8%	**	C	C	76.3
19.140	19.522	0.382	2	9	4	**	35	undivided	flat	High Flexible	1,600	2,300	43.8%	**	B	B	76.3

Source: KYTC *Highway Information System* (HIS) ** Information not available.

[1] Lane and shoulder widths not meeting current design standards (i.e., less than 12-foot-wide driving lanes and 10-foot-wide shoulders), and unacceptable Level of Service (LOS) ratings (i.e., D, E, F) are shaded.

[2] Percent Passing Sight Distance - the percent of segment length (estimated to the nearest 10%) which has available passing sight distance (as measured from the driver's eye to the road surface) of at least 1,500 feet. This information is only available for Kentucky maintained roads classified as State Primary or State Secondary.

[3] Forecasted traffic is based on the statewide growth rate for roadway functional class obtained from the KYTC Traffic Forecasting Report 2002.

[4] Adequacy Rating is a new method being developed by KYTC to assess a roadway's condition and prioritize highway improvements. The rating is calculated from three components -- roadway condition index, safety index, and service index -- each comprised of several measures. The method incorporates crash data and increases the importance of roadway safety indicators by functional class. The index scores 100 as a perfect, or near perfect, highway. Currently, the index mean score is 80.4, with the intermediate category listed as 70 to 79.9.

TABLE 3 --- Crash Analysis[1]

Begin MP	End MP	Length (miles)	ADT (veh/day)	Crashes				HMVM	Rates				Critical Rate Factor[2]		
				Fatal	Injury	PDO	Total		Fatal	Injury	PDO	Total	Fatal	Injury	Total
KY 69, Hancock County															
12.541	12.816	0.275	2,400	0	2	0	2	0.0120	0	166	0	166	0.00	0.46	0.24
12.816	13.080	0.264	2,800	0	0	4	4	0.0135	0	0	297	297	0.00	0.00	0.44
13.080	13.478	0.398	7,300	0	0	3	3	0.0530	0	0	57	57	0.00	0.00	0.21
13.478	13.600	0.122	10,600	0	2	1	3	0.0236	0	85	42	127	0.00	0.49	0.38
13.600	14.137	0.537	8,900	0	0	2	2	0.0872	0	0	23	23	0.00	0.00	0.10
US 60, Hancock County															
7.257	10.240	2.983	10,100	0	13	34	47	0.5498	0	24	62	85	0.00	0.36	0.51
10.240	10.346	0.106	9,000	0	2	3	5	0.0174	0	115	172	287	0.00	0.58	0.76
10.346	10.434	0.088	9,500	0	0	1	1	0.0153	0	0	66	66	0.00	0.00	0.17
10.434	10.820	0.386	9,100	1	3	3	7	0.0641	16	47	47	109	0.69	0.41	0.44
10.820	13.670	2.850	6,000	1	5	11	17	0.3121	3	16	35	54	0.34	0.22	0.30
KY 1389, Hancock County															
4.762	6.492	1.730	380	0	0	4	4	0.0120	0	0	333	333	0.00	0.00	0.47
6.492	6.658	0.166	540	0	0	0	0	0.0016	0	0	0	0	0.00	0.00	0.00
6.658	7.391	0.733	540	0	4	3	7	0.0072	0	554	415	969	0.00	**1.16**	**1.15**
7.391	7.929	0.538	2,100	0	0	1	1	0.0206	0	0	48	48	0.00	0.00	0.08
KY 1847, Hancock County															
0.000	1.630	1.630	720	0	2	0	2	0.0214	0	93	0	93	0.00	0.31	0.16
1.630	2.136	0.506	720	0	0	0	0	0.0066	0	0	0	0	0.00	0.00	0.00
KY 2181, Hancock County															
9.798	11.640	1.842	1,200	0	1	7	8	0.0403	0	25	174	198	0.00	0.10	0.40
11.640	11.932	0.292	1,200	0	0	0	0	0.0064	0	0	0	0	0.00	0.00	0.00
KY 3101, Hancock County															
0.000	0.460	0.460	2600	0	0	2	2	0.0218	0	0	92	92	0.00	0.00	0.19
0.460	0.571	0.111	2600	0	0	0	0	0.0053	0	0	0	0	0.00	0.00	0.00
0.571	0.944	0.373	4,000	0	2	0	2	0.0272	0	73	0	73	0.00	0.33	0.16
KY 3199, Hancock County															
0.000	0.839	0.839	420	0	0	0	0	0.0064	0	0	0	0	0.00	0.00	0.00
0.839	1.000	0.161	420	0	0	0	0	0.0012	0	0	0	0	0.00	0.00	0.00
1.000	3.301	2.301	150	0	0	0	0	0.0063	0	0	0	0	0.00	0.00	0.00
KY 334, Hancock County															
16.420	19.140	2.720	1,600	0	1	0	1	0.0794	0	13	0	13	0.00	0.08	0.04
19.140	19.522	0.382	1,600	0	0	1	1	0.0112	0	0	90	90	0.00	0.00	0.15

Source: KYTC *Highway Information System* (HIS)

[1] Report period covers the 5 years from 1998 to 2002

[2] Critical Rate Factors that are statistically high (i.e., equal to or greater than 1.00) are shaded.

2.5 Environmental Overview

This environmental overview identifies project study area issues likely to require consideration during this and future studies. It summarizes the results of several environmental investigations, based primarily upon literature, archival, known database, and map research. Limited amounts of fieldwork were conducted, consisting mainly of windshield surveys to confirm identified sites and visually identify previously unknown sites. This environmental overview does not provide a detailed analysis and assessment of any potential impacts. Additional information was collected through correspondence with other state and federal agencies. The study area encompasses an area between US 60 and the Bob Cummings Bridge of about 197 acres in southern Hawesville. The study area is bordered on the northeast by the Seaboard System/CSX Railroad (formerly known as the Louisville and Nashville Railroad), which roughly parallels the Ohio River; and it is encircled by KY 3199, US 60, and KY 69 forming roughly a 0.68-mile diameter circle, as indicated by the outlined area on Exhibits 1 and 2, *Environmental Footprints*. Refer to Exhibits 1 and 2 in Appendix A, and Appendix B, color photographs of the study area, for the following environmental discussions concerning the study area.

2.5.1 Topography and Geology. Elevation in the project area ranges from 300 to 630 feet above mean sea level. The study area is within the Western Coal Field Physiographic region of Kentucky and the Ohio River Hills and Lowlands Subsection of the Shawnee Hills section of the Interior Low Plateaus Physiographic Province. The subsection was not glaciated. The study area is located in the Interior River Valleys and Hills ecoregion at the intersection of the Wabash-Ohio Bottomlands and the Green River-Southern Wabash Lowlands regions. The ecoregion is underlain by carboniferous sedimentary rock, which is uniquely different from the nearby Interior Plateau's limestones, shales, and dolomites.

The Wabash-Ohio Bottomlands is comprised of poorly drained floodplains and terraces. Vegetation differs in this region, and land use is affected by water tables and localized flooding. Agriculture use is extensive. The Green River-Southern Wabash Lowlands region is comprised of low-gradient valleys and low hills. Channelized streams are common in both regions. The Ohio River flows along the northern border of Hancock County. Most drainage in the county flows north and west into the streams, creeks, and rivers that empty into the Ohio River. Hancock County is underlain largely by soft sandstone bedrock. Agricultural activities and coal mining, both surface and underground, have impacted the region.

The topography in the study area varies from level to hilly, and several cave entrances are present. Land use within the study area is predominantly residential, commercial, and undeveloped forested slopes and valleys. A large portion of the town of Hawesville is contained within the study area, with a section of railroad running through the east along the Ohio River. Most of the ridges are residential/commercial. Slopes and valleys are mostly forested.

Any roadway improvement could possibly encounter and impact one or more of these features. This is especially true for surface and ground water sources, as well as any karst features. Any future project development and/or design studies will need to consider these features.

2.5.2 Culturally Sensitive Locations. This preliminary study identified the following culturally sensitive locations in the study area: 1 large cemetery (Memorial Gardens, 6.9 acres, also referred to as Old Hawesville Cemetery), several churches, a daycare center

and playground (Mary's Little Lamb, owned by the Immaculate Conception Catholic Church), and Hawesville Elementary School. A large portion of the elementary school is closed/condemned due to significant structural damage to the building. The school system has already acquired property outside the study area to construct a new facility, and their long-range plan is to dispose of the current school property. No hospitals or emergency medical clinics are located within the study area. No public parks or recreational areas are located within the study area.

Almost directly in line (southwest) from the bridge approach is an apartment complex consisting of two buildings with sixteen units (eight 1-bedroom units, and eight 3-bedroom units). The manager indicated the normal occupancy rate is about 50-percent of the units are rented. Section 8 funding is accepted (about 50-percent of the residents are in the program).

These culturally sensitive locations vary from having local community significance to possible regional significance with state and/or federal jurisdictional responsibilities. Any future roadway improvements proposed should thoroughly consider potential impacts to these resources.

2.5.3 Historic, Archaeological, and Cultural Resources. The study area contains two National Register of Historic Places (NRHP) listings for historic sites: the Hancock County Courthouse (HAH-1), and the Hawesville Historic District. Researching State Historic Preservation Office (SHPO) files revealed numerous sites previously documented with survey forms throughout the county and the city of Hawesville. Previously surveyed sites are indicated by a county site number in parenthesis following the site name. Most previously surveyed sites within the study area are located within the existing Hawesville Historic District. However, the NRHP status of the Hawesville Historic District (composed of 54 buildings) may be subject to reconsideration. The National Register Coordinator for the Kentucky Heritage Council visited Hawesville in September 2001 as part of a statewide review of National Register districts. Based upon a visual assessment, he made recommendations for enlarging, reducing, or removing districts from the National Register. The coordinator noted an extensive amount of change had occurred in the Hawesville Historic District since its listing in 1984, including building removal, replacement with a modern building, and external remodeling (*e.g.*, vinyl siding, windows, doors). The coordinator wrote the following concerning Hawesville in his evaluation:

> "This is one of the few small-town districts which could stand to be delisted and then reconsidered, but only after a context for Kentucky River Towns has been completed so that liberal and appropriate integrity standards could be developed."

As of the date of this report, the Hawesville Historic District is still NRHP listed.

A windshield survey conducted of buildings visible from public roads identified 12 historic sites scattered throughout the study area, with 3 of those sites potentially composing a small residential historic district. One site (Site B) is the existing Hawesville Historic District, and most of the other windshield survey sites are generally situated around the existing Hawesville Historic District. A preliminary assessment resulted in 7 individual sites and 1 new historic district potentially eligible to meet NRHP criteria. The potentially eligible individual sites are listed below and identified on the exhibits with the suffix "NRP" (National Register Potential).

Site	Description	Location
A	Ohio River Bridge	Ohio River (n/k/a Bob Cummings Bridge)
B	Hawesville Historic District	Hawesville
C	Fern Cliff (HAH-28)	extension of Water Street or Cliff Street
D	Rock Ledge	extension of Water Street or Cliff Street
F	Saddlebag House	NW corner of Wood and Main Cross Streets
G	Central Passage House	NE corner of Wood and Main Cross Streets
H	Former Church	SW corner of Wood and Main Cross Streets
J	Hawesville Cemetery	cemetery

The potential residential historic district consists of Sites F, G, and H. All 3 sites are residential dwellings situated around a common street intersection located southwest, and outside of, the existing Hawesville Historic District.

The remaining 4 sites were surveyed for study documentation only (*i.e.*, no apparent NRHP potential; identified on the exhibits as "Survey"). The Hawesville Elementary School was one of the sites surveyed for study documentation only. The oldest building portion is condemned due to structural failure. The school grounds also feature retaining walls and terracing, possibly constructed during the Depression Era under the Work Projects Administration. Additional research is required to determine the school's final NRHP potential.

No historic resource buildings were inspected in detail. This preliminary assessment was based primarily on Criterion C, architecture. NRHP eligibility determination will require additional research, physical examination, evaluation, and consultation with the SHPO. *Kentucky's Historic Farms* publication listed no historic farms in or near the study area.

The archaeological overview identified one previously recorded archeological investigation that crossed a small portion of the northwestern study area boundary. No previously recorded archaeological sites were documented within the study area. The previous survey crossing the study area boundary identified no historic or prehistoric sites, and no further work was recommended. The archaeological overview revealed the study area to be largely uninvestigated, with virtually no information on the archaeological resources present. However, it concluded the study area was anticipated to be full of archaeological potential. The potential for finding prehistoric sites appears quite good given the possibility of rock shelters (25 previously recorded in the county), and the potential of prehistoric remains in and around historic structures. The study area appears to contain the potential for historic period sites in the vicinity of historic structures that are still standing or currently in use, old roadways, rail lines, and the cemetery, with potentially intact archaeological deposits nearby. Other historic buildings have been demolished and new structures built, but their associated below ground historic features may remain. Historic mapping review indicated approximately 18 potential archaeological resource sites and 1 cemetery in the study area. Based upon the background literature review, the potential for encountering significant prehistoric and historic archaeological sites within the study area is considered high. If improvements to provide a better connection between US 60 and the Bob Cummings Bridge are implemented, requiring an environmental document, then the unsurveyed study area portions should be subjected to a Phase I level archaeological investigation (*i.e.*, shovel test probe excavations in accessible areas) and a historic structure survey.

2.5.4 Aquatic Resources. Jurisdictional waters, as defined by the United States Army Corps of Engineers (USACE), are located within the study area. No aquatic macro-invertebrates, fishes, or water quality sampling was conducted. One perennial surface stream, an unnamed tributary to the Ohio River, is located in the study area. Ephemeral streams are present and considered jurisdictional, but were outside the scope of the overview and not evaluated. The Ohio River's southern bank is just outside the study area boundary; however, no direct impact to the river is anticipated since construction is designed to connect with the existing bridge.

If improvements to provide a better connection between US 60 and the Bob Cummings Bridge are implemented, then all streams in the study area may be impacted by sedimentation resulting from roadway construction improvements. Soil from exposed and erodible surfaces may directly enter surface water, temporarily increasing turbidity levels. Surface and ground water may also experience temporary increases in specific conductance, suspended solids, and nutrients.

The United States Department of the Interior recommends bridging all perennial stream crossings rather than culverting, and silt barriers be in place when working adjacent to streams to prevent sedimentation runoff into the stream. Stream crossings should be accomplished during low flow periods, and, immediately following the completion of work, stream banks should be re-seeded with native vegetation beneficial to wildlife.

Kentucky Division of Water (KDOW) will require a non-point source pollution control plan and an erosion control plan. Application of Kentucky Transportation Cabinet's (KYTC) *Specific Specifications for Road and Bridge Construction* and the Federal Highway Administration's (FHWA) *Best Management Practices for Erosion and Sediment Control* can be used to alleviate most sedimentation problems.

No nationally listed wild and scenic rivers are located within the study area. No other rivers or streams are listed on the Kentucky Wild River System.

The KDOW recently implemented a policy change and now regards the location of municipal water supplies and groundwater protection areas as classified information. Therefore, only a limited amount of information is available, which mainly originates from other public information sources. No outstanding resource waters were identified in the study area. The Hawesville Water Works operates a public water treatment plant located just within the study area boundary, and within the Hawesville Historic District boundary. The Hawesville Water Works owns five water wells, but actively operates only three of the wells. The main well is located near the study area boundary, about 1½ blocks east of the water treatment plant, near the flood wall and north of the railroad tracks. This main well is about 200-feet from the KY 69 bridge approach. The other two active wells are situated closer to the water treatment plant, with one about 60-feet distant, and the other about 150-feet to the south.

The Kentucky Flood Insurance Rate Map (FIRM) for the city of Hawesville, effective date November 5, 1986, was reviewed to identify special flood hazard areas within the study area. According to the maps, the majority of the study area is located within Zone X (*i.e.*, areas outside 500-year floodplain, or areas protected by levees from 100-year flood). However, the area adjoining the Ohio River, and an area along a tributary just south of the bridge and along Bridge Street and School Drive, are within the special flood hazard areas

inundated by the 100-year flood (Zone AE, base flood elevations determined). A steep levee separates the flood prone areas of the city from the Ohio River. It is probable that no floodplain issues will arise with this project.

2.5.5 Wetlands and Ponds. The *Soil Survey of Hancock County, Kentucky* listed no hydric soils within the study area. National Wetland Inventory (NWI) map reconnaissance revealed one palustrine, broad-leaved, deciduous forested wetland (PFO1Ah) along the Ohio River, but outside the study area boundaries. No ponds or ponded water habitats were indicated in the study area. More intensive field surveys would be required to confirm and delineate NWI map wetlands, as well as identify any wetlands or other water bodies not appearing on the maps.

2.5.6 Regulatory Issues. Any stream channelization, culverting, and/or filling of jurisdictional waters may require notification and/or permitting with the United States Army Corps of Engineers (USACE) and certification from the KDOW. A specific roadway design is needed before the type of USACE permit required (*i.e.*, Nationwide or Individual) can be determined; however, this project could possibly be permitted under *Nationwide Permit 14, Linear Transportation Crossings*, rather than an Individual Permit. The nationwide permit only authorizes activities with minimal adverse effects on the aquatic environment. The KDOW will probably require a Kentucky Pollutant Discharge Elimination System (KPDES) General Stormwater Permit, a Floodplain Construction Permit if filling within the one-hundred-year floodplain, and a Water Quality Certification.

2.5.7 Terrestrial Resources. The plant and animal life is considered typical for the area. Forests within the area include species such as tulip tree (*Liriodendron tulipfera*), black walnut (*Juglans nigra*), red maple (*Acer rubrum*), and sycamore (*Platanu occidentalis*).

The Kentucky Natural Resources and Environmental Protect Cabinet, Division of Forestry, reported one tree listed on the Kentucky Big Tree List. The state champion Redbud is located in a yard on KY 1389 at the southwest edge of Hawesville, and outside the study area boundaries. No impacts to the tree are anticipated.

Five cave entrances were located within the study area, and the caves should be subject to further field evaluation. Caves are located behind two homes on Fern Cliff Lane, and other caves are adjacent to the railroad tracks on the study area's east side. Impacts to these unique communities should be avoided or minimized.

2.5.8 Threatened and Endangered Species. Coordination with the United States Fish and Wildlife Service (USFWS) indicated no federally listed threatened or endangered species for the study area. Obligations under Section 7, Endangered Species Act of 1973 are fulfilled unless: (1) new information is presented to the USFWS that the project may affect listed species; (2) actions are modified to include activities not considered by this request; or (3) new species or habitat are listed that might be affected by the proposed project. USFWS expressed concern over erosion and sedimentation control, stream bank and fill stabilization, and maintaining water quality for this and other highway projects.

Coordination with the Kentucky Department of Fish and Wildlife Resources (KDFWR) indicated no records of federally or state protected species reported from the study area.

Coordination with the Kentucky State Nature Preserves Commission (KSNPC) for records of occurrences of endangered, threatened, or special concern plants and animals, or exemplary natural communities, or managed areas in the study area resulted in "six occurrences of the plants or animals, no occurrences of exemplary natural communities, and no managed areas monitored by KSNPC are reported as occurring in the specified area." The occurrences are discussed below.

The KSNPC recommended special attention be given to the following two species:

> Orangefoot Pimpleback (*Plethobasus cooperianus*), a federally endangered mussel, occurred within a bed in the Ohio River adjacent to the study area, but is now considered extirpated.
>
> Sharp-shinned Hawk (*Accipiter straitus*), is a KSNPC special concern species, found in a variety of habitats from semi-open farmland to woodland openings and borders. The species typically nests in areas of extensive forest, especially areas with some evergreen trees. Clearing forests can reduce the potential nesting and foraging habitat available for the species.

The KSNPC indicated Hancock County is within the habitat range of the copperbelly water snake (*Nerodia erythrogastor neglecta*), a KSNPC special concern species. The copperbelly water snake is a federally listed threatened species in the northern part of its range; however, in the southern part of its range (includes Kentucky), it is not federally listed. The USFWS has requested special attention be given to this species for potential population and habitat impacts. Hancock County is subject to the conditions outlined in the Copperbelly Water Snake Conservation Agreement, which is overseen in Kentucky by the KDFWR in cooperation with the USFWS. Although potential habitat was not located within the study area, additional coordination with KDFWR was requested by KSNPC. Habitat mitigation could be required if suitable habitat land (*i.e.*, wetland) is impacted. The potential presence of the copperbelly water snake may require more intensive field studies and habitat mitigation if wetlands are filled for the project.

KSNPC listed two other species as globally significant (Sheepnose, *Plethobasus cyphyus*; and Rabbitsfoot, *Quadrula cylindrical cylindrical*). These mussel species are not federally listed and are found within the boundaries of the Ohio River. No direct impact to these species is expected.

Although the federally endangered Indiana bat (*Myotis sodalis*) and gray bat (*Myotis grisescens*) are not listed in Hancock County, they are found in the adjacent Daviess and Breckinridge Counties. Several cave entrances were located within the study area. With the potential presence of the endangered bat species, these caves and the surrounding forests should be further evaluated. When the presence of the endangered bat species is suspected, the USFWS routinely recommends a thorough search for caves, underground mines, or rock shelters be conducted in the study area, and their potential use as winter hibernacula for Indiana bats, or summer and/or winter roosting habitat by gray bats, be assessed. If Indiana bat hibernacula are identified in the study area, or are known to occur within 10-miles of the project area, then the USFWS recommends trees only be removed between November 15 and March 31 to avoid impacting the species' "swarming" behavior.

2.5.9 Managed Land Areas. Managed land areas are under governmental or private regulatory control, typically to encourage environmental protection or resource procurement. No known managed land areas or agricultural districts are located within or near the study area. No nature preserves, wildlife management areas, state, or national forests are located within the study area. No state agricultural districts would be impacted by the project.

2.5.10 Farmlands. The Hancock County Natural Resources Conservation Service (NRCS) provided the available soil survey maps encompassing the study area. Hancock County has a published United States Department of Agriculture (USDA) Soil Survey. Soils types within the study area consist of the following, with no single type predominating: Lindside silt loam, Memphis silt loam, Shelocta silt loam, Frondorf-Wellston silt loam, and Wellston silt loam.

Generally, the study area terrain is very steep and rocky, and the soil types present have a highly erosive nature that may require additional land treatment practices to stabilize slopes and control erosion. Soils that could be considered prime farmland are present; however, they are generally situated within the city limits, located within residential areas, and/or otherwise already developed. Therefore, any prime and statewide important farmland's value has already been compromised due to residential and commercial development and roadway construction.

2.5.11 Hazardous Materials Concerns. Land use within the study area is predominantly residential and commercial, with undeveloped forested slopes and valleys. The southern portion of the town of Hawesville is within the study area. Relevant data was collected from numerous sources, including federal and state databases, and a windshield survey of the area within and near the study area. The database search and windshield survey identified 12 possible contamination sites in or near the study area (see Table 4, *Possible Contamination Sites*). Most of these sites involve fuel distribution and/or vehicle/heavy equipment maintenance facilities, and have similar potential contamination concerns (*e.g.*, underground storage tanks (UST's), fuel spills/leaks/soil contamination, waste petroleum products, heavy metals, solvents, corrosives, batteries, tires, lacquers/paints, 55-gallon drums, miscellaneous debris piles, etc.). The Seaboard System/CSX Railroad tracks (formerly known as the Louisville and Nashville Railroad) traverse the study area's eastern boundary, generally paralleling the Ohio River. Potential contaminants include creosote treated ties, oils and greases, leakage/spillage from freight, etc. Other sources of contamination within the study area may include assorted on-site waste storage/disposal on residential and commercial properties (*e.g.*, household refuse, wrecked or salvaged vehicles and equipment, machine and engine parts, and old appliances); aboveground storage tanks (AST's); PCB-containing oils from pole-mounted electrical transformers; agricultural fertilizers, pesticides, herbicides, and rodenticides; and structures with asbestos containing building materials (ACBM). Construction activities in and near these sites may require special procedures and permits. Any such contamination is expected to be minimal.

2.5.12 Air Quality. Hancock County is located within the Evansville (Indiana) – Owensboro – Henderson (Kentucky) Interstate Air Quality Control Region. The study area is currently designated as an Attainment Area for all transportation-related pollutants, and as a Maintenance Area for Ozone, as per the 1990 Clean Air Act Amendments, and transportation control measures would not be required for the project. The project is not expected to adversely impact air quality in the region.

TABLE 4: Possible Contamination Sites

Site Number	Site Name or Description	Suspected Contaminant or Area of Concern
1	Adams Garage (closed/abandoned)	Waste oils, greases, various petroleum product storage, used tires, batteries, solvents, lacquers, lubricants, corrosives, and possible other unidentified chemicals. 2 USTs (gasoline) removed, verified July 1997. Possible petroleum soil contamination. See removal records.
2	Axton Auto Repair	Waste oils, greases, various petroleum product storage, used tires, batteries, solvents, lacquers, lubricants, corrosives, and possible other unidentified chemicals. 3 USTs (gasoline) removed, verified July 1997. Possible petroleum soil contamination. See removal records.
3	Larry's Best Way Market and Citgo Gas Station	4 active USTs (1 diesel, 2 gasoline, 1 kerosene), installed April 1998. Possible petroleum soil contamination. Inspect and properly close site if this property is to be acquired.
4	Brown's Body Shop and Auto Sales	Lacquers, paints, petroleum products, varnishes, corrosives, combustibles, solvents, oils, greases, and possibly other unidentified hazardous material storage. 10 USTs removed: 2 (gasoline) removed, verified October 1997; 6 (2 gasoline, 2 used oil, 1 diesel, 1 unknown product) discovered and removed October 1997; and 2 (unknown product) discovered and removed April 1998. Site identified in USEPA Facility Index System under two facility ID numbers, and identified as a hazardous waste handler (probably waste oil). Possible petroleum soil contamination. See removal records and inspect site if this property is to be acquired.
5	Hancock County Farm Supply, Southern States Gas Station	Site listed in USEPA Facility Index System under two facility ID numbers, and identified as a hazardous waste handler (probably waste oil). 2 USTs (gasoline) removed, verified February 1998. 3 active USTs (1 diesel, 2 gasoline), installed February 1998. Possible petroleum and/or agricultural fertilizers, pesticides, herbicides, and rodenticides soil contamination. Inspect site if it is to be acquired. Conduct Phase II investigation if necessary.
6	Bill's On The Hill IGA and Chevron Gas Station	3 active USTs (gasoline): 2 installed January 1978, 1 installed January 1991. Possible petroleum soil contamination. Inspect and properly close site if this property is to be acquired.
7	Fast Fuel (f/k/a Country Cupboard #10)	3 active USTs (gasoline), installed 7/1989; 1 active UST (diesel), installed 9/2000. Possible petroleum soil contamination. Inspect and properly close site if this property is to be acquired.
8	Garland's Paint & Body Shop	Lacquers, paints, petroleum products, varnishes, corrosives, combustibles, solvents, oils, greases, and possibly other unidentified hazardous material storage in the interior of the on-site structure.
9	unnamed gas station	Fuel station appears to be closed. Two pumps still present on the island. UST's are probable. Possible petroleum soil contamination. Inspect and properly close site if this property is to be acquired
10	Bob Cummings Bridge, Kentucky side of Ohio River	Spill of 30-gallons of paint or paint-related product, January 1995. Spill reportedly cleaned up same date.
11	Seaboard System/CSX Railroad	Railroad. Potential leakage from freight, treated rail tiles, creosols, oils, and greases.
12	Hawesville Elementary School	Possible heat oil UST's, and asbestos containing building material.
Not Mapped*	Power-Pole Mounted Electrical Transformers	Polychlorinated Biphenyls (PCB's)
Not Mapped*	Aboveground Storage Tanks (AST's)	Heating fuel oils, gasoline, and liquid propane.
Not Mapped*	Residential Dwellings and Commercial Buildings	Asbestos Containing Building Material (ACBM)

*These sites are found at various locations within the study area.

2.5.13 Traffic Noise. The study area is located within the town of Hawesville, and land use is predominantly residential, with institutional (two schools, two churches, and a cemetery) and commercial facilities scattered throughout. If an improvement project is implemented, then the existing low speed limits in the area, the existing grade between the Bob Cummings Bridge and US 60, and the planned avoidance of stop conditions for vehicles crossing the bridge should prevent traffic noise from becoming significantly worse than it would be without implementing a project. The highest potential for impacts to properties stems from potential additional right-of-way needs. Properties/residences somewhat removed from the roadway are not anticipated to be adversely affected by traffic noise.

2.5.14 Other Concerns. The Hawesville Water Works (public water supply) owns and operates four water storage tanks, and two are within the study area. Tank-1 is a 75,000-gallon capacity elevated tank located just north of KY 3199. Tank-2 is a 100,000-gallon capacity ground level tank located on a ridge overlooking the Ohio River in the study area's eastern portion. The Hawesville wastewater treatment plant is located outside the city limits and, therefore, outside the study area. However, associated wastewater pump stations are scattered throughout the study area.

Discussions with local officials indicated they are considering establishing a public use airport in Hancock County in the vicinity of Hawesville. However, any site location selected would be well outside the study area boundaries.

2.6 Environmental Justice and Community Impacts

The Green River Area Development District (GRADD) prepared the Environmental Justice and Community Impact Issues report. It can be concluded from the report that an Environmental Justice Community does not exist within the study area. The complete report is in Appendix H.

The Environmental Justice and Community Impact Issues report was based upon the US Census Bureau 2000 Census data, field observations, local officials meetings, and interviews. It focused on portions of the community that could be considered minority, low-income, and elderly population areas. It included comparisons with 1990 Census data, and other neighboring census tracts and block groups at the state and county level. The review examined 2000 Census data at the Census Tract and Block Group levels containing the study area, and did not identify any minority or low-income populations in the study area. The study area is completely contained within Census Tract 9901, Block 1 and the report stated: "Low-income, elderly, and minority percentages are comparable to the Tract 9901 as a whole." The review identified no population segments, concentrations of people, or communities subject to environmental justice considerations.

The purpose of an environmental justice review is to identify geographic areas containing disproportionately high concentrations of minority, low-income, or elderly households. *Environmental Justice Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (signed February 11, 1994), directed federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects on minority and low-income populations.

2.7 Geotechnical Overview

Coordination with the KYTC Division of Materials, Geotechnical Branch indicates the study area bedrock is mainly Sandstone, Siltstone, Coal, and a few beds of limestone from the Tradewater and Caseyville Formations. The subsurface dip is generally northwest; therefore, wet hillsides and springs may be encountered on the east side of streams or valleys.

The Hawesville Coal Bed was underground mined in and around the study area from the 1860's through the 1920's, and mine maps are probably unavailable. The coal seam was reported to be up to 5-feet thick and extensively mined. Many coal seams and mine adits have already collapsed. Springs and wet slopes may be encountered on the outcropping coal seam's down dip side. Because much of the Hawesville Coal Bed has been mined, there is a concern for mine collapses. Overburden is estimated to be about 50-feet, and any cuts should be kept to a minimum. Any mine voids encountered will probably require back stowing. If possible, choose an alignment to avoid mineshaft adits.

Talus and deep overburden with slope failures may be encountered in valleys along with coal mining spoils. Sandstone from roadway excavation may be friable and not suitable for rock sub-grade, which may require sub-grade stabilization. Side hill cut and fill situations should be avoided. A fault is shown on the geologic quadrangle map provided by the Geotechnical Branch, which recommended that any alignment crossing the fault should be perpendicular to the fault and not parallel.

Coordination with the University of Kentucky, Kentucky Geological Survey, identified the study area as within the Western Kentucky Coal Field physiographic region, and underlain by sandstone, siltstone, shale, coal, underclay, conglomerates, gravel, sand, silt, and clay. The Kentucky Geological Survey report stated no known faulted areas would be encountered. The study area has probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09g. Earthquake bedrock ground motion would cause a low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams; however, the unconsolidated sediments along the Ohio River could have a high potential for liquefaction or slope failure.

3.0 CABINET, AGENCY, AND PUBLIC INPUT

3.1 Project Team Meetings

The KY 69 Pre-Design Scoping Study project study team met two times during the course of the study. Each meeting was documented with meeting minutes (see Appendix C). A brief summary of the major topics discussed at each meeting follows:

1. July 31, 2003, at KYTC District 2. This was the team's kick-off meeting where members were introduced, the type of study discussed, and the study's scope and schedule reviewed. Major topics of discussion included: the existing conditions; issues, problems, needs, and goals; preliminary alternative development considerations; and a review/discussion of other current, scheduled, and proposed projects near the study area potentially affecting it. Additional topics addressed included data collection and resource agency coordination.
2. January 26, 2004, at KYTC District 2. The project's status was reviewed in terms of the scope of work and schedule. Team members reviewed the draft project goals, coordinating agency responses, public information meeting comments, preliminary alternative corridors, and operational and spot improvement opportunities. After evaluating the build alternatives and other improvement opportunities, the team members identified Alternative Purple as the preferred build alternative.

3.2 Local Officials / Stakeholders Meeting

A local officials/stakeholders meeting was held September 4, 2003, at the Hawesville City Hall. The group's written comments on issues/problems/needs paralleled those previously identified by the project team. Roadway geometrics and safety were at the top of the list. The group also identified several possible alignments for consideration. The meeting was documented with meeting minutes (see Appendix D).

3.3 Public Meeting

A public information meeting was held December 18, 2003, at the Hancock County High School. Twenty-three (23) people attended the meeting, and 9 written comments were submitted. No oral comments were received. All attendees were supportive of the project and agreed upon its necessity. The only areas of concern/disagreement involved the potential alternative alignments, and the potential impact to downtown merchants due to diverting existing traffic from downtown streets. No clearly preferred proposed alternative emerged. Alternatives Blue and Green each received 2 votes. Alternative Red received 3 votes. Alternative Purple received 1 vote. One respondent indicated no alternative preference. One respondent hand-drew on the alternatives handout an alternative they labeled "Black," which had a more straight-line alignment. The "Black" alternative started from about the same location as Blue and Red at the bridge, and proceeded directly to the Green/Purple intersection with US 60, generally immediately south of the Purple corridor and through several residences. Alternative "Black" was considered by the study team and not recommended for the following reasons. The "Black" alternative created unfavorable engineering geometrics at the US 60 intersection, as well as potential geometric problems at the other roadway intersections. Additionally, "Black" impacted more residences than the other alternatives considered, plus the apartment complex. See Appendix E for the public information meeting comments summary. The Public Involvement Summary Notebook is on file with KYTC.

3.4 Resource Agency Coordination

Appropriate state and federal resource agencies were identified and contacted for their concerns associated with the study area and KY 69 improvements. KYTC District 2 sent letters to 77 agencies and organizations requesting their input and comments on this Pre-Design Scoping Study in order to address their concerns early in the project development process. The 18 agencies responding to the request for input and comments are listed below, along with a brief summary of their comments. Their complete response is included in Appendix G.

US Federal Aviation Administration: No public use airports in immediate vicinity, however local officials have initiated a study to locate a public use airport in the area. The site has not been selected; therefore FAA currently has no information to offer.

US Coast Guard: Project does not cross jurisdictional waterways, therefore Coast Guard permit not required.

US Army Corps of Engineers, Louisville District, Newburgh Regulatory Office: Study area appears to have several streams and tributaries that may be considered "waters of the U.S." for purposes of Section 404 of the Clean Water Act. Preliminary review indicates no wetlands present, but recommended applicant conduct a more thorough review to confirm. If the project requires fill or dredged materials into "waters of the U.S.," then applicant must submit for a Department of the Army permit.

US Department of Housing and Urban Development, Region IV: Reviewed project information and identified no issues or concerns.

US Department of the Interior, Fish and Wildlife Service: Expressed concerns of degraded water quality and adverse aquatic environment impacts due to erosion, sedimentation, and turbidity. Insufficient information to determine permits required, but likely would have no objections to permit issuance if Best Management Practices used. Endangered species collection records available to the Service do not indicate federally listed, or proposed endangered or threatened species, occur within the project's impact area. Based on best available information, requirements of Section 7, Endangered Species Act of 1973, as amended, are fulfilled. Section 7 obligations must be reconsidered if proposed action is subsequently modified, or new information indicates a potential impact to listed species or critical habitat.

USDA, Natural Resources Conservation Service: If federal dollars used, submit form AD-1006. Referred request to the local NRCS office.

Appalachian Regional Commission: No adverse effect on the Appalachian Regional Highway System.

KY Department of Agriculture: Concerned with the potential impacts to prime and statewide important farmlands. Recommended consideration of alternatives that are least disruptive to farmland.

KY Department of Fish and Wildlife Resources: State and federal threatened or endangered species are known to occur in the Tell City and Cannelton quadrangle. No impacts are expected to the listed species due to the nature of the project. However, if any work occurs in or immediately adjacent to the Ohio River, then impacts to listed species may occur. Provided several standard recommendations for any crossing of intermittent or perennial streams.

KY Division of Forestry: Identified a state champion Redbud listed on the Kentucky Big Tree List in southwest Hawesville.

Kentucky State Nature Preserves Commission: No preliminary issues or concerns identified. No KSNPC-listed species or unique natural areas would be directly impacted.

KY Cabinet for Workforce Development: Good transportation roadways are key to the state's industrial and economic growth. No objections to the project. A "new section of improved roadway is very much needed. The existing connection is dangerous for travel." An improved roadway would most likely facilitate industrial and residential development, and promote the growth of educational facilities throughout the region.

KY Cabinet for Health Services: No impact to the Cabinet's operations.

KY Division for Air Quality: The following regulations apply: 401 KAR 63:010, Fugitive Emissions; 401 KAR 63:005, Open Burning; Clean Air Act as amended; and transportation planning provisions of Title 23 and Title 49, United States Code.

KY Division of Waste Management: Recommended use of Pulverized Glass Aggregate (PGA) in roadbed construction, where feasible. Provided known contamination sites and underground storage tanks in the area.

KYTC Division of Materials, Geotechnical Branch: Provided an office review and geological map of the study area, which was summarized in Section 2.7.

Kentucky Geological Survey, University of Kentucky: Letter summarized geologic characteristics and concerns for the study area. Probable peak ground acceleration due to earthquake ground motion of 0.09g.

KY Department for Surface Mining Reclamation and Enforcement: No specific issues or concerns identified.

4.0 STATEMENT OF PROJECT GOALS

Based upon a consideration of the identified corridor issues, input from local officials and stakeholders, resource agencies, input from the public, and an evaluation of existing and forecasted highway conditions, the project study team generated the following project goals:

- *Provide improved connectivity between US 60 and the Bob Cummings Bridge in Kentucky, and to I-64 in Indiana via SR 37.*
- *Provide a facility capable of serving recent growth, and sustaining current and projected traffic demands.*
- *Improve safety by removing large trucks from downtown Hawesville.*
- *Improve safety by constructing a new roadway meeting current design standards.*

The rationalization for identifying and selecting these project goals are addressed below by individual project goal. Justification reasons are only briefly explained, since they are supported by information and documentation previously discussed in this study.

Provide improved connectivity between US 60 and the Bob Cummings Bridge, and to I-64 in Indiana via SR 37.

Improving the connection between US 60 and the Bob Cummings Bridge emerged as the key project issue among those familiar with the existing roadway situation, including local officials, stakeholders, and residents. Hawesville, Kentucky and Tell City, Indiana are both important economic activity centers. In Kentucky, US 60 is a major east-west connector, while in Indiana, SR 37 at Tell City connects with I-64 to the north, a major interstate route. The Bob Cummings Bridge provides the connection across the Ohio River between the two cities, and, consequently, attracts a significant amount of both commercial and commuter traffic. Indiana is reconstructing SR 237 (a bypass around Tell City), which connects to the north end of the Bob Cummings Bridge and connects with SR 37 just north of Tell City. The improved Indiana connection to I-64 is expected to attract additional traffic to the bridge crossing. There is no direct connection between US 60 and the Bob Cummings Bridge. All vehicles must drive through downtown Hawesville. The connectivity issue is compounded even more by the poor roadway geometrics. The existing roadways require motorists and large trucks to maneuver their way through downtown streets with on-street parking, make several right-angle turns (both right and left), and negotiate steep, winding grades on narrow roadways with restricted sight distances. Improving the connectivity would not only improve safety and reduce congestion in Hawesville, but would also contribute to an improved quality of life in the downtown area, and the area's economic development opportunities.

Provide a facility capable of serving recent growth, and sustaining current and projected traffic demands.

The existing KY 69 roadway in Hawesville is already near its traffic volume capacity. Congestion is a routine occurrence. Traffic forecasts predict increases of 39–142 percent on area roadways by the year 2030. KY 69 and US 60 will experience the greatest

increases of 64–142 percent. The existing LOS on US 69 is C and D, which forecasts predict will deteriorate to C, E, and F by the year 2030. The newer US 60 is mostly LOS A, and forecasted to be mostly LOS B by 2030.

Improve safety by removing large trucks from downtown Hawesville.
Although statistical crash data does not reveal the problem, local officials, stakeholders, and residents all agree safety associated with large truck traffic in the downtown area is a prime concern; and emphasized the problem was much more serious than crash data indicated. Some even questioned the accuracy of the crash data. Many of the area's major employers use large trucks as part of their daily, routine business activities. From a practical perspective, the intermixing of a large and continuous flow of commercial heavy trucks with passenger size vehicles on narrow downtown streets with right-angle intersections and on-street parking is replete with safety concerns. KY 69 and US 60 total traffic volume is currently about 8–11 percent truck. Field observations confirmed the numerous traffic conflicts between large trucks and commuters, especially at the right-angle intersections. Southbound trucks exiting the Bob Cummings Bridge onto westbound Main Street (KY 69) must frequently either cross into the opposing traffic lane (requiring those drivers to stop short or backup), or jump the northwest curb with the rear wheels to complete the turn. At the signalized Main Street / Main Cross Street intersection in Hawesville, congested traffic and parked vehicles can cause northbound trucks to delay their right-turn until left-turning southbound vehicles complete their turn and clear the lane. Because the Bob Cummings Bridge is the area's only Ohio River crossing — combined with the fact that industry on both sides of the river is expected to continue to grow — large truck traffic through downtown Hawesville will only increase. As the large truck traffic increases, the probability of serious safety concerns and issues developing will also increase.

Improve safety by constructing a new roadway meeting current design standards.
Excepting the newer US 60, the existing roadways do not meet current design standards and have poor geometrics. Hawesville roadways characteristically exhibit narrow driving lanes, narrow to no shoulder widths, sharp turns and curves, steep grades, and restricted sight distances. Reconstructing the existing roadway would be problematical given Hawesville is a populated area with commercial and residential development along the roadway, and a nationally listed historic district with numerous other potentially eligible historic properties. Constructing a new roadway to current design standards would provide an alternate route without the horizontal and vertical geometric deficiencies drivers must currently contend with and negotiate through. Safety would improve due to improved sight distances, reduced congestion, wider driving lanes, adequate shoulders, reduced grades, and the elimination of sharp curves.

5.0 STUDY ALTERNATIVES / IMPROVEMENT OPTIONS

The following alternatives / improvement options were developed to address the goals formulated through the pre-design scoping study process.

5.1 Alternative 1 – No Build

This alternative involves no action to improve the facility. The No Build alternative would leave the existing roadway essentially as is, other than routine roadway maintenance (*e.g.*, resurfacing, restriping, patching, etc.). Traffic from existing and future development would continue to use the existing roadway, with forecasts predicating a 64-142 percent increase on KY 69. The No Build alternative would leave the area with a deficient roadway that progressively worsens as traffic demands grow and the roadway ages. This alternative was presented and discussed by the project team members, which concluded it was not in the public's best interests. Alternative 1 was not recommended because it did not address the project goals.

5.2 Alternative 2 – Operational Improvements

Operational improvements generally refer to such things as signing at critical locations, traffic lights at intersections, and less complicated roadway improvements such as improving the radius of a turn. Field observations revealed problems at the south end of the Bob Cummings Bridge. Southbound trucks were required to swing wide when turning from the bridge approach to westbound Main Street (KY 69), which required vehicles traveling in the opposite direction to stop well back from the intersection. If the trucks did not turn wide, then the trailer wheels jumped the northwest corner curb. The situation is further complicated by on-street parking along Main Street. Discussions with the District 2 staff, local officials/stakeholders, and the public also indicated this location caused some vehicle conflicts in downtown Hawesville.

KY 69/bridge approach intersection, south view

A second turning problem occurs at the signalized Main Street and Main Cross Street intersection. If vehicles are parked along the southeast corner (*i.e.*, the old courthouse corner), then northbound trucks must frequently wait for southbound trucks in the left-turn lane to clear the intersection before the northbound truck can proceed with a right turn onto Main Street.

KY 69/bridge approach intersection, northwest corner

Operational improvement options appear limited, and include restricting on-street parking and improving the turning radius (see Exhibit 4, *Main Street Parking Restrictions*). Any action affecting on-street parking may be controversial, and met with resistance from local business establishments. Improving the northwest corner turning radius may be difficult to implement because it might infringe

West on Main St/KY69 from the intersection

upon historic district property boundaries. However, given the extent of other construction currently in progress in the area, the timing for improving the turning radius would appear favorable.


Main St at Main Cross St intersection, west view

If a build alternative were implemented (see Section 5.4), then large trucks could be directed away from the downtown business area — and truck drivers encouraged to use the new roadway — by posting signs prohibiting/restricting trucks turning onto Main Street. However, the local government would have to make this decision and implement it.

5.3 Alternative 3 – Spot Improvements

Spot improvements generally refer to roadway reconstruction to correct horizontal and vertical deficiencies. Study area roadways, especially KY 69, possess numerous sub-standard design features. However, no spot improvement opportunities were identified given the existing terrain features, roadway network, building locations, and cultural resource constraints (*e.g.*, historic district, other potentially eligible historic properties).

5.4 Alternative 4 – Build Alternative

Four preliminary build alternative corridors (Red, Blue, Green, and Purple) were identified for further study. Each corridor is approximately 300-feet wide, starts at US 60, and ends at the Bob Cummings Bridge. The nature of the project makes the termini relatively inflexible. The elevation difference between the ridge-top (US 60) and the bridge approach will result in a roadway at or near the maximum grade for the functional classification. Because of historic properties and cultural resource considerations, alternatives to the north and west are not feasible. All four build alternatives would provide an option to turn left into downtown Hawesville. Each alternative consists of 3-lanes (2 driving lanes and a truck-climbing lane), with a 45-mile per hour speed limit, and a 6 percent grade. The existing terrain will require the truck-climbing lane to start almost immediately off the southern end of the bridge. Each build alternative corridor is shown on Exhibit 5, *Build Alternative Corridors*, in Appendix A, and discussed below. Table 5, *Build Alternative Evaluation Matrix Summary*, provides a summary comparison of each build alternative.

Bill's on the Hill IGA and Chevron gas station

Alternative Blue begins at US 60 just north of Bill's on the Hill IGA and Chevron gas station, proceeds down the hill, swings south around the cemetery, and then provides a "straight-line" connection to the Bob Cummings Bridge. The alternative was designed to provide a more direct route from the bridge to US 60, and is about 0.48 miles long. Retaining walls would be used near the church and school. This alternative requires the least amount of new right-of-way acquisition, and no residential relocations. However, it potentially requires the acquisition of 1 apartment complex (identified in early meetings as a site to avoid if possible), and 1 commercial establishment. Alternative Blue is also located immediately south of the cemetery. Because of existing traffic volumes, intersections, and sight distances, constructing a new US 60 connection in the vicinity of Bill's on the Hill IGA was considered undesirable.

Alternative Red begins at US 60 just south of Bill's on the Hill IGA and Chevron gas station, proceeds down the hill, swings north to pass the elementary school, and then provides a "straight-line" connection to the Bob Cummings Bridge. Alternative Red was also designed to provide a more direct route from the bridge to US 60, connecting to the bridge similar to Alternative Blue. Alternative Red is about 0.48 miles long, and would require an extensive amount of fill, with very little cut. Retaining walls would be used near the church and school. Alternative Red would potentially require the acquisition of 2 residential dwellings, 1 apartment complex (identified in early meetings as a site to avoid if possible), and 1 commercial establishment. It also impacts the daycare center playground located south of the elementary school. Alternative Red is the most expensive alternative considered, and has the most potential human, business, and cultural impacts. Because of existing traffic volumes, intersections, and sight distances, constructing a new US 60 connection in the vicinity of Bill's on the Hill IGA was considered undesirable.

Clay Street Apartments, two building complex

KY 69/Bob Cummings Bridge approach, vicinity of northern terminus

Alternative Green begins at the US 60 / KY 3199 intersection, proceeds north along the side of the ridge, bypassing the elementary school on the south, and then turns west to connect with the existing bridge approach. This alternative would require reconstructing the existing intersection to permit a left-turn off the bridge approach to access the alternative. Alternative Green is about 0.60 miles long, and requires the most amount of earthwork and right-of-way acquisition. It would potentially require the acquisition of 2-3 residential dwellings, but no apartment units or commercial establishments. Alternative Green replaced one 90-degree turn with another 90-degree turn at the bridge approach, and, therefore, was perceived by the study team as having little advantage over the existing condition, other than diverting truck traffic away from the downtown area. Additionally, the reconstructed intersection would create a 4-way intersection with additional turning movement options at an already congestion location. Thus, the potential for introducing new safety concerns and issues at the intersection was considered high. Some concern was also expressed about the ability of large trucks to safely accelerate and decelerate around an intersection with this configuration and the surrounding terrain.

US 60 / KY 3199 intersection

KY 69/bridge approach intersection viewed from the elementary school

Alternative Purple begins at the existing US 60 / KY 3199 (Old Hartford Road) intersection, initially proceeds north along Alternative Green, then turns west down the hill and traverses the elementary school property to connect to the bridge similar to Alternatives Blue and Red. Alternative Purple is about 0.59 miles long. A retaining wall would be used near the church. Alternative Purple is the least expensive to construct, and requires the least amount of earthwork. It would potentially require the acquisition of 2-3 residential dwellings, the daycare center playground south of the elementary school, and partial acquisition of the elementary school (the condemned building section) and some school property. The Hawesville Elementary School was surveyed as a historic resource site for scoping study documentation only (*i.e.*, no apparent NRHP potential, see Section 2.5.3). The apartment complex may be infringed upon by the right-of-way boundary. No other commercial establishments would be impacted.

Hawesville Elementary School, west side


Hawesville Elementary School, condemned portion

TABLE 5
Build Alternative Evaluation Matrix Summary
Hawesville – KY 69, from US 60 to the Bob Cummings Bridge

	Build Alternative			
	Blue	**Red**	**Green**	**Purple**
General				
Length (miles)	0.48	0.48	0.60	0.59
R/W Acquired (acres)	12.6	14.5	24.9	13.8
Earthwork (cubic yards)	357,000	679,000	1,130,000	143,000
Estimated Costs (dollars)				
Design	800,000	800,000	800,000	800,000
Right-of-Way	1,400,000	1,400,000	2,000,000	1,600,000
Utilities	600,000	600,000	700,000	700,000
Construction	5,700,000	9,800,000	6,400,000	3,700,000
Total (est $)	$8,500,000	$12,600,000	$9,900,000	$6,800,000
Potential Number of Relocations / Displacements				
Residential Units	0	2	2-3	2-3
Rental Units[1]	16	16	0	0
Commercial Buildings	1	1	0	0
Public Comment Support[2]	2	3	2	1
Community Issues				
US 60 Intersection	N of Bill's IGA	S of Bill's IGA	at KY 3199	at KY 3199
Downtown Access	Main St	Main St	Main St	Main St
Environmental Issues				
Historic District	X	X	X	X
Cemetery	X			
Apartment Building	X	X		X
Elementary School[3]				X
Playground		X		X

[1] Apartment complex consists of 2 buildings with eight 1-bedroom units, and eight 3-bedroom units. Occupancy as of January 23, 2004, is about 50-percent with 17 residents. Apartment accepts Section 8 (3 units receiving, 1 pending). Owners recently purchased adjacent land for additional parking space.

[2] An alternative "Black" was proposed, which had a more straight-line alignment than the proposed build alternatives. Starting from about the same location as Blue and Red at the bridge, it proceeded directly to the Green/Purple intersection with US 60, generally immediately south of the Purple corridor and through several residences. (Author's intent was to have their residence be an acquisition, rather than located near a new roadway.) This alternative was considered by the study team and not recommended because it had unfavorable intersection geometrics with US 60, no apparent advantage over the other build alternatives, and it had greater residential impacts.

[3] A large portion of the elementary school is closed/condemned due to significant structural damage to the building. The school system has already acquired property outside the study area to construct a new facility.

6.0 RECOMMENDATIONS

After a careful review and consideration of the existing conditions, local officials/stakeholders comments, public meeting comments, cultural and environmental constraints, and engineering considerations, the project team members made the following recommendations.

6.1 Operational Improvements

Although several operational improvement options were discussed, most involved the existing intersection between the southern Bob Cummings Bridge approach and Main Street with its sharp 90-degree turn. The project team recommends the following operational improvements be implemented as short-term, relatively low-cost, safety improvement measures.

1. Improve the turning radius of the northwest corner at the Main Street and Bob Cummings Bridge approach intersection to provide adequate space for southbound trucks to maneuver off the end of the bridge.
2. Remove on-street parking for 100-150 feet (requires 3-4 parking spaces) on both sides of Main Street to improve traffic flow for vehicles approaching and exiting the bridge approach.
3. Prohibit on-street parking at the Main Street and Main Cross Street intersection around the old courthouse corner to improve traffic flow.

Further consultation with Hawesville elected officials is recommended before implementing these improvements. The removal of downtown parking is generally a controversial action. In addition, improving the turning radius may be difficult to implement because it may infringe upon property within the Hawesville Historic District. This potential issue could be avoided by state funding of this minor project, or a re-evaluation of historic property boundaries because of changes in the downtown area (as mentioned in the historic overview, see Sec 2.5.3).

If a build alternative is implemented, then consideration could be given to prohibiting/ restricting through trucks from turning onto Main Street, thereby removing trucks from the downtown streets, improving downtown safety, and encouraging truck drivers to use the new roadway.

6.2 Build Alternative

Build Alternative Purple was recommended by the project study team as the preferred build alternative corridor meeting all of the project goals. Alternative Purple provides a better connection between US 60 and the Bob Cummings Bridge, serves the growing traffic expected to use the bridge, removes large trucks from the main downtown area, and could be built to current design standards. The project team also recommended Alternative Purple's southern terminus be re-aligned with the US 60 approach opposite Old Hartford Road.

Alternative Purple would be constructed to meet current design standards. Alternative Purple's use of the existing US 60/KY 3199 (Old Hartford Road) intersection would improve the efficiency and safety of the current roadway system without introducing a new intersection on US 60. Using the existing US 60/KY 3199 intersection also avoids the sight distance concerns and traffic flow problems associated with constructing a new intersection in relative close proximity to existing US 60 intersections, as would be done

with Alternatives Blue and Red. Alternative Purple requires the least amount of earthwork, at only about 40-percent of the next nearest build alternative (Alternative Blue), and only slightly more right-of-way acquisition. Alternative Purple eliminates the 90-degree turn now required at the south end of the bridge in a manner similar to Alternatives Blue and Red, and permits large trucks to avoid the downtown area. On the other hand, Alternative Green introduces a new 90-degree turn at a reconstructed intersection, and generates a 4-way intersection and new cross traffic. A 4-way intersection at this heavily traveled location could create new safety concerns and issues. Alternative Purple also offers the advantage of a "straight-line" exit/entrance to the bridge approach, which could benefit large trucks in accelerating and decelerating in the vicinity of the bridge. Alternative Purple minimizes the human impacts, requiring only 2-3 residential relocations, no apartment complex relocations, and, no commercial dislocations. Alternative Purple also minimizes cultural resource impacts with the roadway essentially moving away from historic properties and the cemetery. Alternative Purple is the least expensive of the build alternatives considered, and only about sixty-five percent of Alternative Blue's estimated construction cost.

6.3 Project Phases and Cost Estimates

The recommended Alternative Purple is 0.59 miles long. Because of the topography and corridor location, it is not possible to break the project into any usable sections. The entire project would have to be done as one section. The cost estimate includes $800,000 for design; $1,600,000 for right-of-way; $700,000 for utilities; and $3,700,00 for construction. Total cost is estimated at $6,800,000.

The current Six-Year Highway Plan does not include funding for any phase beyond this study. Additional funds would need to be identified in the Six-Year Highway Plan for design, right-of-way, utilities, and construction phase costs for the recommended improvements.

6.4 Special Considerations

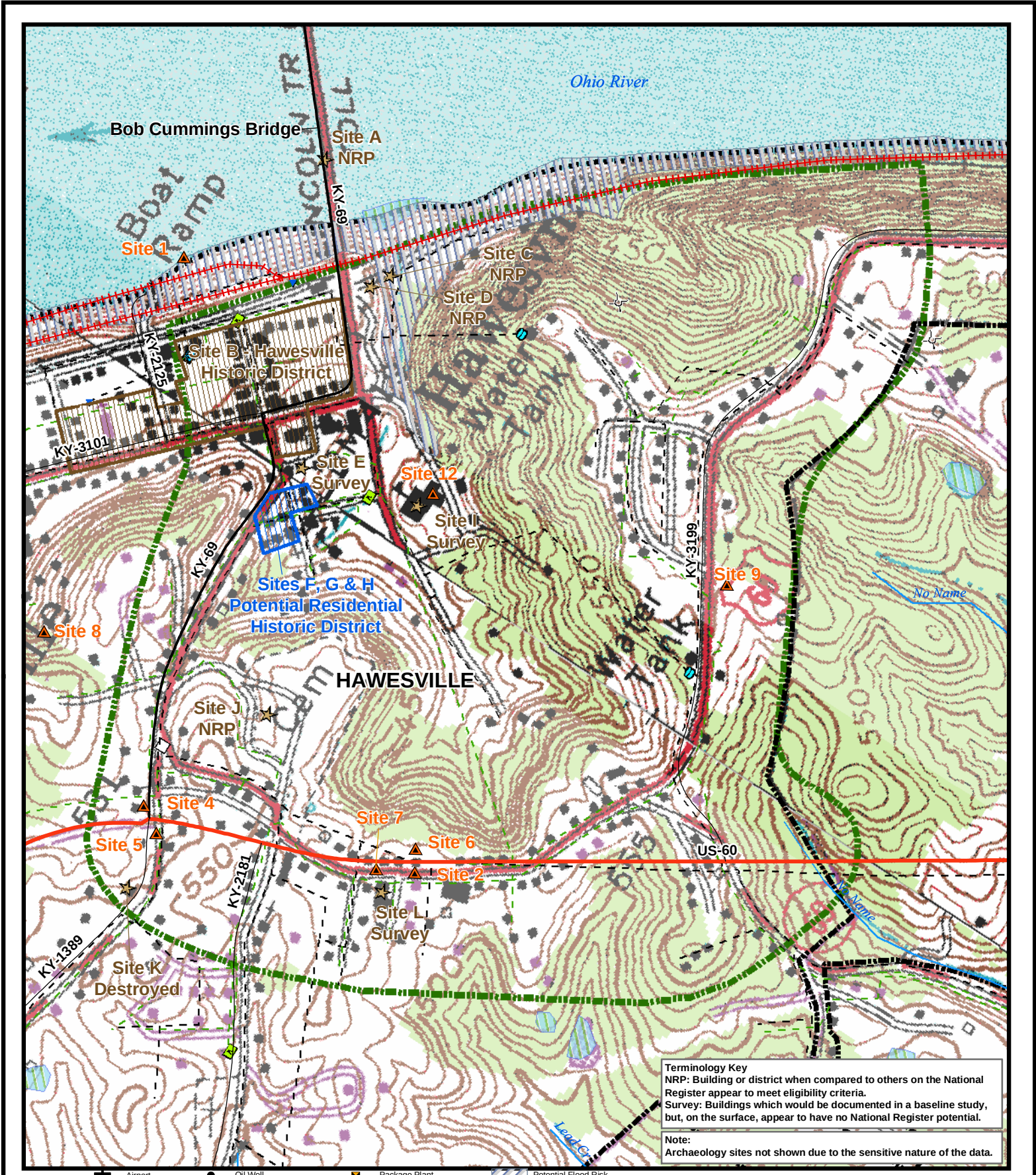
If the project advances with the preferred build alternative, a key issue requiring further study concerns impacts to the elementary school property and the daycare playground. Hancock County already has plans to build a new elementary school, close the existing Hawesville Elementary School, and sell the property. The daycare and playground are owned and operated by the Immaculate Conception Catholic Church, and their long-term plans are not known. Alternative Purple can be constructed to minimize impacts to these facilities; however, the design can remain unchanged, and the costs stable, if these facilities are no longer a factor.

Another issue raised by the public and the project team relates to the type of traffic control to implement at the south end of the bridge, its intersection with Main Street, and the new KY 69/US 60 connector. This issue will have to be decided during design as more current and detailed data will be available about traffic and roadway geometrics.

The design phase may also want to consider a truck escape ramp. The six-percent down grade from US 60 on the ridge top to the bridge and downtown area, combined with the possibility of stop conditions at the bottom, may warrant special design considerations.

Appendix A

Exhibits



Terminology Key
NRP: Building or district when compared to others on the National Register appear to meet eligibility criteria.
Survey: Buildings which would be documented in a baseline study, but, on the surface, appear to have no National Register potential.

Note:
Archaeology sites not shown due to the sensitive nature of the data.

- Airport
- Church
- Park
- Populated Place
- School
- Hospital
- Landfill
- HAZMAT Site
- Railroad
- Oil Well
- Gas Well
- Combined Oil and Gas
- Newly Permitted Well
- Dry and Abandoned Well
- Miscellaneous Well
- Sewers
- Wastewater Pump Station
- Package Plant
- Wastewater Treatment Plant
- Waterline
- Public Water Source
- Water Well
- Water Tank
- Water Treatment Plant
- Stream
- Wetlands
- Potential Flood Risk
- State Park
- Conservation/Natural Area
- Potential Historic Location
- Historic District
- Potential Residential Historic District
- Hawesville City Limits
- PROJECT STUDY AREA

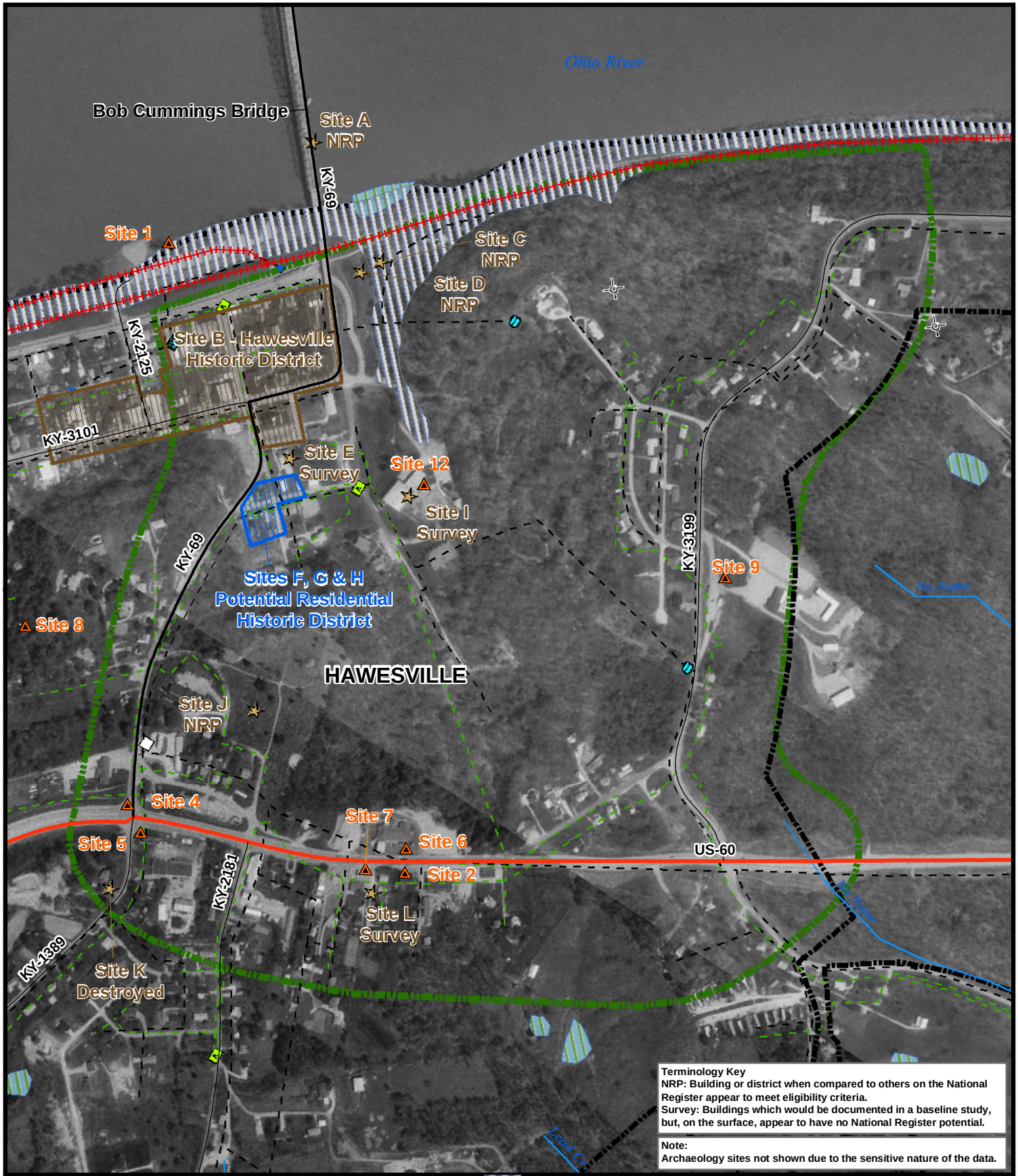
VICINITY MAP

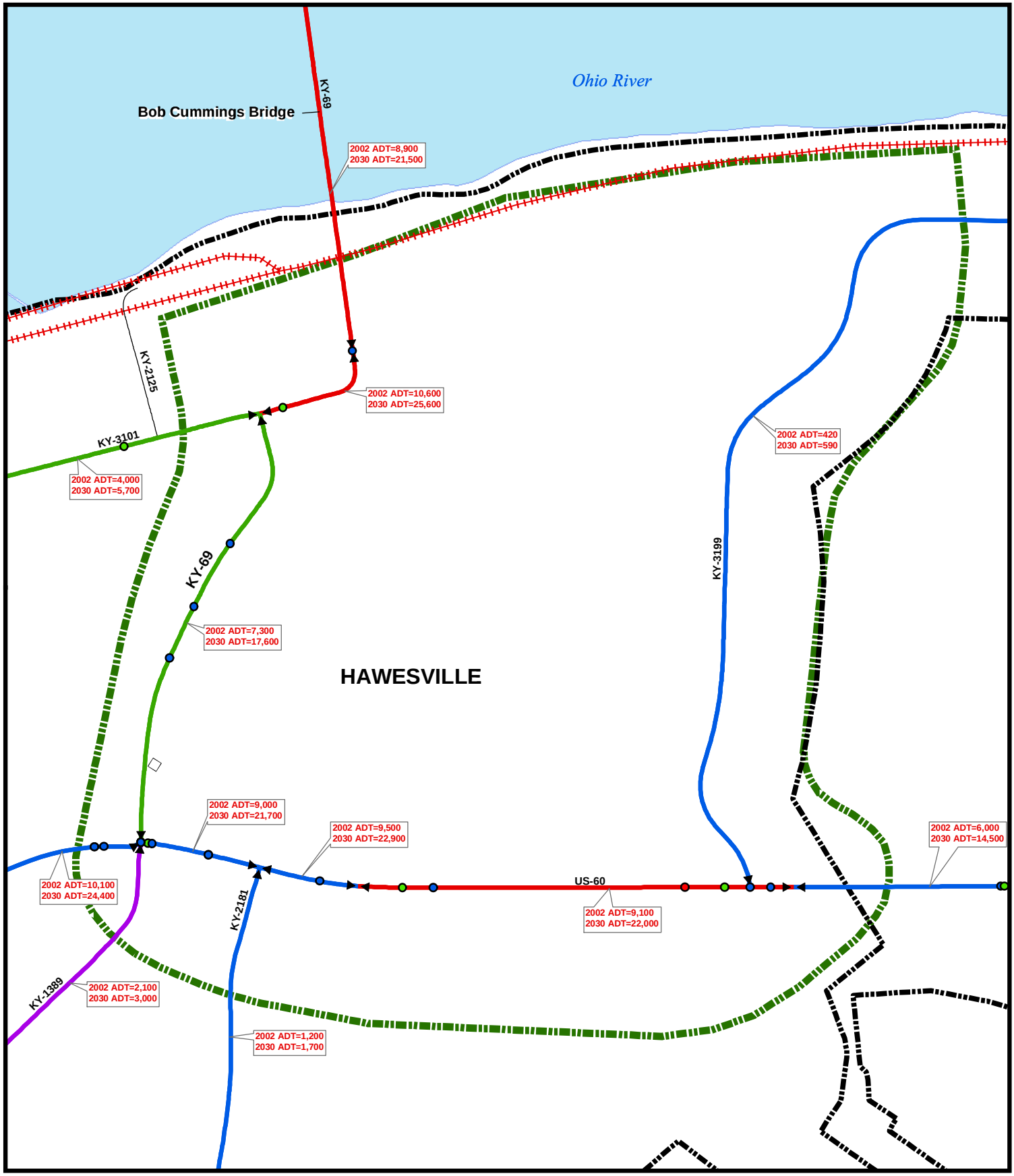
600 300 0 Feet

Exhibit 1 Sheet 1 of 1

USGS Topographic Environmental Footprint

KY-69
New Approach to Bob Cummings Bridge at Hawesville


Ohio River
Bob Cummings Bridge
Site A
NRP
KY-69
Site 1
Site C
NRP
Site D
NRP
KY-2125
Site B - Hawesville
Historic District
KY-3101
Site E
Survey
Site 12
Site I
Survey
KY-69
KY-3199
Site 9
No Name
Sites F, G & H
Potential Residential
Historic District
Site 8
HAWESVILLE
Site J
NRP
Site 4
Site 7
Site 5
Site 6
US-60
Site 2
KY-2181
No Name
Site L
Survey
KY-1389
Site K
Destroyed
Lead Ck
Terminology Key
NRP: Building or district when compared to others on the National Register appear to meet eligibility criteria.
Survey: Buildings which would be documented in a baseline study, but, on the surface, appear to have no National Register potential.
Note:
Archaeology sites not shown due to the sensitive nature of the data.
Airport
Church
Park
Populated Place
School
Hospital
Landfill
HAZMAT Site
Railroad
Oil Well
Gas Well
Combined Oil and Gas
Newly Permitted Well
Dry and Abandoned Well
Miscellaneous Well
Sewers
Wastewater Pump Station
Package Plant
Wastewater Treatment Plant
Waterline
Public Water Source
Water Well
Water Tank
Water Treatment Plant
Stream
Wetlands
Potential Flood Risk
State Park
Conservation/Natural Area
Potential Historic Location
Historic District
Potential Residential Historic District
Hawesville City Limits
PROJECT STUDY AREA
VICINITY MAP
600
300
0
Feet
Exhibit 2
Sheet 1 of 1
USGS Orthographic
Environmental Footprint
KY-69
New Approach to Bob
Cummings Bridge at Hawesville



EDUCATION PAYS

KENTUCKY TRANSPORTATION CABINET

Airport
Church
Park
Populated Place
School
Hospital
Railroad
Hawesville City Limits
PROJECT STUDY AREA

2002 Level of Service
A
B
C
D
E
F

Crash Locations by TYPE (1998-2001)
Fatal
Injury
PDO

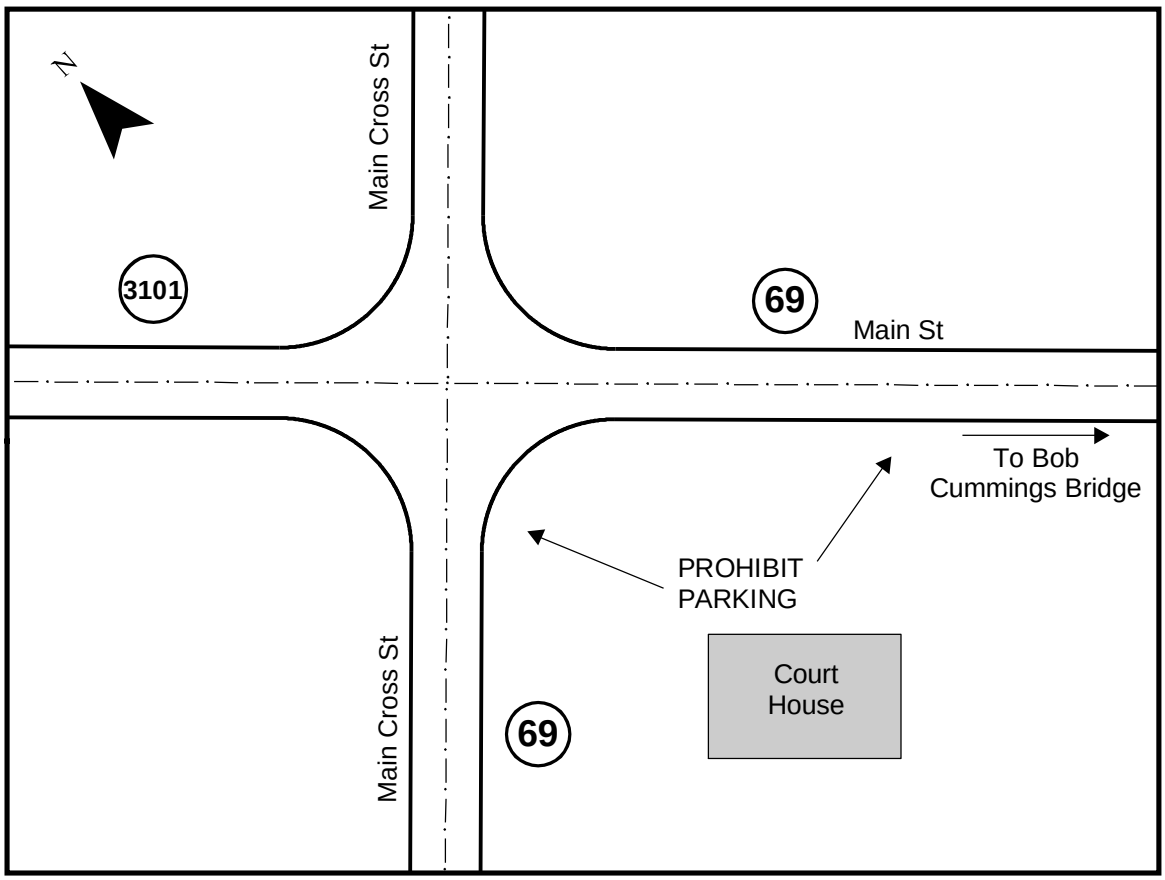
600 300 0 Feet

Exhibit 3 Sheet 1 of 1

VICINITY MAP

USGS Topographic Traffic, Crash Locations and 2002 Level of Service

KY-69
New Approach to Cannelton Bridge at Hawesville



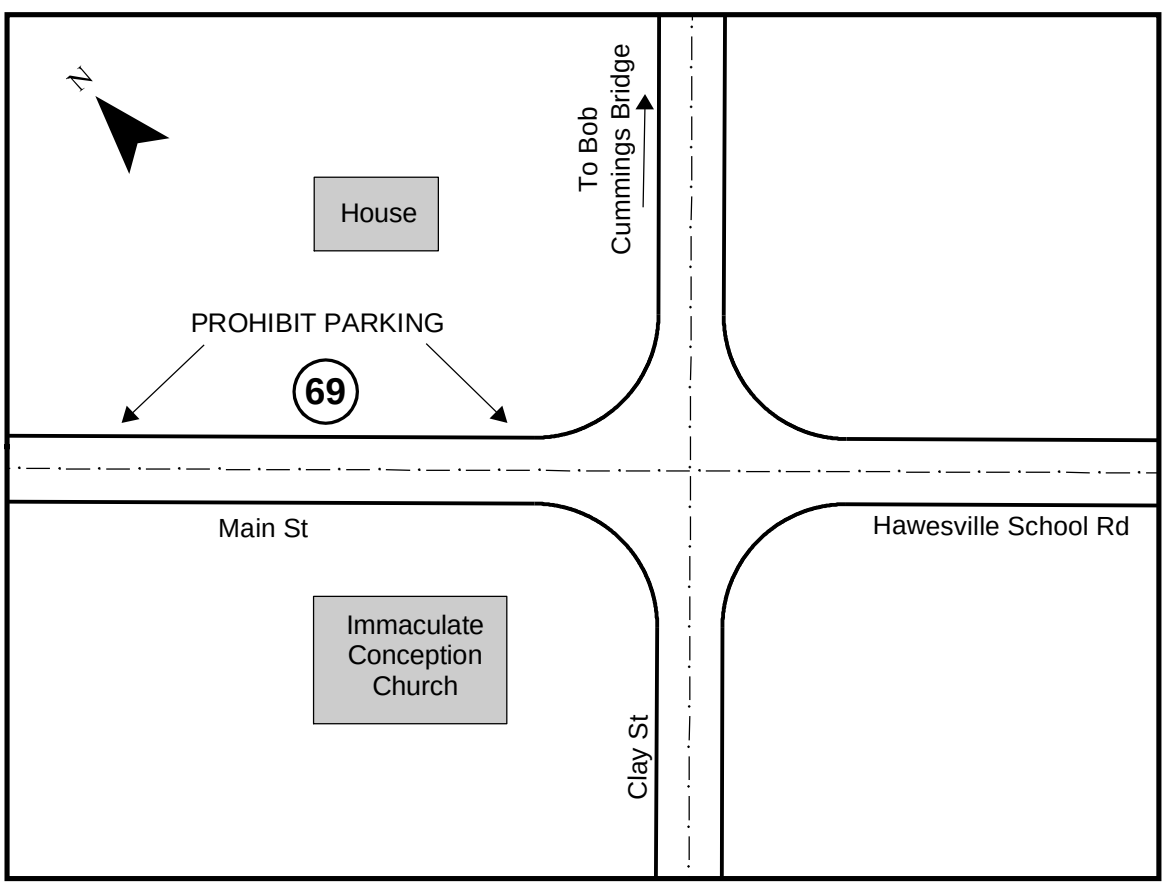
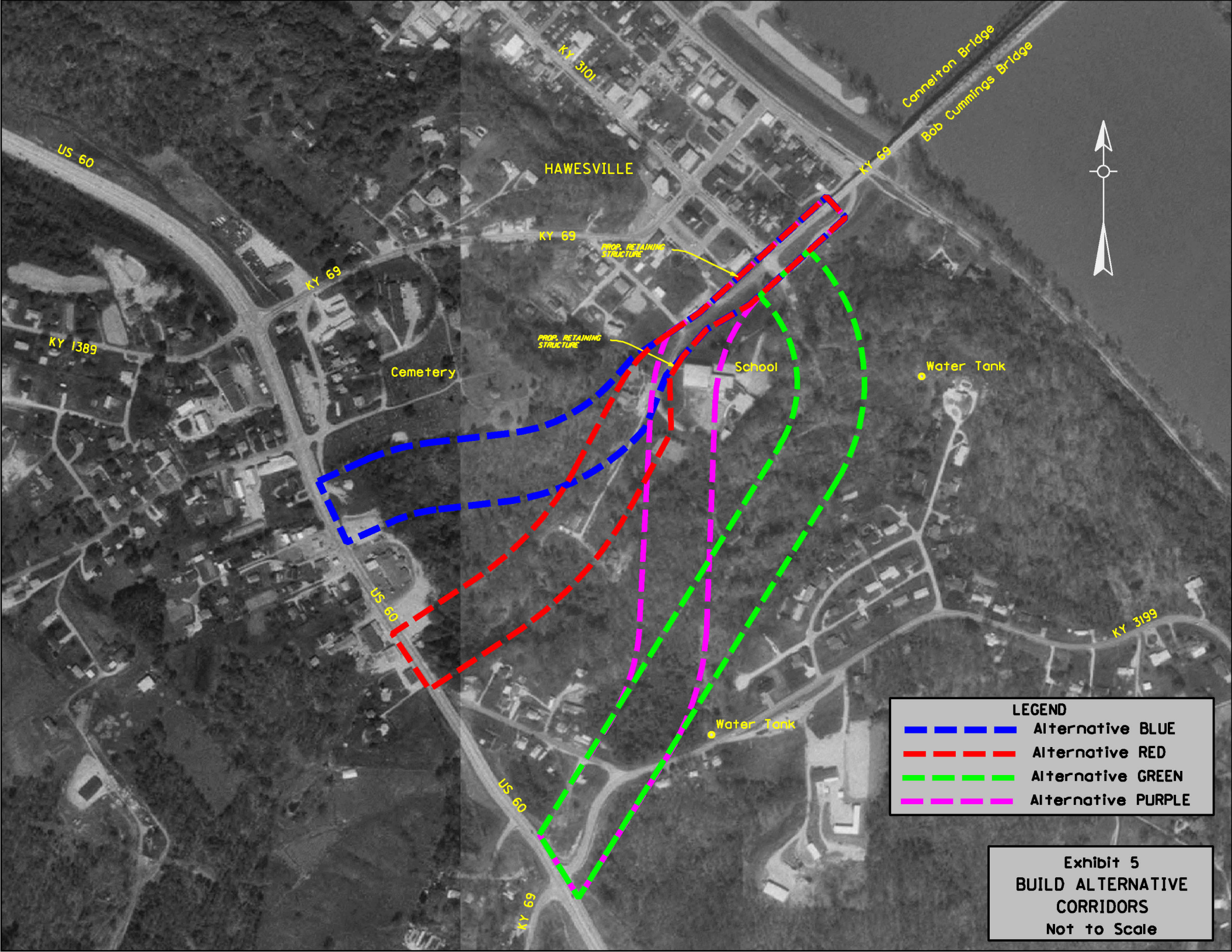


Exhibit 4

MAIN STREET
PARKING RESTRICTIONS

Not to Scale


US 60
KY 3101
Cannelton Bridge
Bob Cummings Bridge
HAWESVILLE
KY 69
KY 69
PROP. RETAINING STRUCTURE
PROP. RETAINING STRUCTURE
KY 69
KY 1389
Cemetery
School
Water Tank
US 60
KY 3199
Water Tank
US 60
KY 69
LEGEND
Alternative BLUE
Alternative RED
Alternative GREEN
Alternative PURPLE
Exhibit 5
BUILD ALTERNATIVE CORRIDORS
Not to Scale

Appendix B

Photographs of the Study Area

KY 69 / Bob Cummings Bridge approach intersection, north view


KY 69 / Bob Cummings Bridge approach intersection, bridge view


Typical truck traffic at the KY 69 / Bob Cummings Bridge approach and Main Street intersection

KY 69 / Bob Cummings Bridge approach intersection, looking north

KY 69 / bridge approach intersection, northwest corner

KY 69 / bridge approach intersection from northwest corner

Looking west on KY 69 / Main Street from the intersection

KY 69 / bridge approach intersection from the elementary school

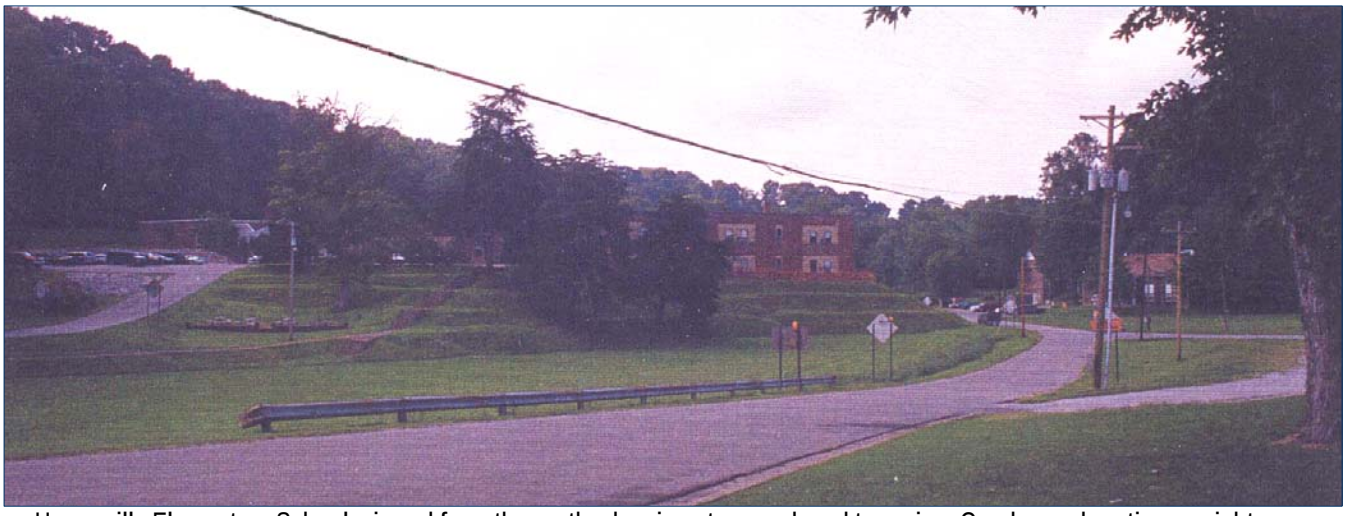
Main Cross Street (KY 69) intersection with Main Street in downtown Hawesville, looking west on Main Street

Looking south on Main Cross Street (KY 69) at Main Street intersection

KY 69 south out of Hawesville (looking north)

Existing KY 69 / US 60 intersection, looking south

Existing KY 3199 / US 60 intersection. Beginning of preferred Alternative Purple.


Hawesville Elementary School, viewed from the north, showing stonework and terracing. Condemned portion on right.

Hawesville Elementary School, from the west, showing potential impact area.

Clay Street Apartments, two building complex with parking lot

Immaculate Conception Catholic Church, northeast corner of KY 69 and bridge ramp intersection

Immaculate Conception Catholic Church, east side, looking toward bridge

Bill's on the Hill, IGA Food Store and Chevron Gas Station (Site 6)

Fast Fuel gas station, possible contamination Site 7


Axton Auto Repair, possible contamination Site 2

Appendix C

Project Team Meeting Minutes

MEETING MINUTES

Page 1

Project:	Kentucky 69 Pre-Design Scoping Study, Item No. (not assigned)	
Purpose:	Project Team Meeting #1, Project Kick-off	
Place:	KYTC, District-2 Conference Room, Madisonville	
Meeting Date:	July 31, 2003, 10:00 a.m.	
Prepared By:	Chad Snellen	
In Attendance:	Stephen C. Hoefler	KYTC, Central Office, Design
	Kevin McClearn	KYTC, District 2, Planning
	Ted Merryman	KYTC, District 2, Chief District Engineer
	Doug Taylor	KYTC, District 2, Environmental
	Hosea Brown	KYTC, District 2, Operations
	T.C. Chambers	KYTC, District 2, Construction
	Phillip Whitmer	KYTC, District 2, Right of Way
	Everett T. Green	KYTC, District 2, Preconstruction
	Mark Brasher	KYTC, District 2, Traffic
	Daryl Greer	KYTC, Central Office, Planning
	Keith Harpole	GRADD (Green River Area Development District)
	David Smith	Qk4, Vice President
	Chad Snellen	Qk4, Transportation Engineer

To begin Mr. Smith, the facilitator of the project team meeting, asked all attendees to introduce themselves. Once the introductions concluded, Mr. Smith named all Project Team Members, which are as follows: QK4, AMEC Earth & Environmental, Inc., Eco-Tech, Inc., and Helen Powell & Company, Inc. Then Mr. Smith provided a brief description of the project. The proposed project involves studying the need for and all reasonable solutions to provide a better connection between US 60 and the Bob Cummings Bridge (Cannelton Bridge) in Hawesville, Kentucky. The bridge crosses the Ohio River and connects to SR 66/237 in Indiana. The current connection via KY 69 goes through the downtown area of Hawesville. Each attendee was given a folder that contained a meeting agenda, three handouts providing existing information pertaining to KY 69 and other area routes, a draft copy of the Public Involvement Plan and a paper copy of a PowerPoint presentation. Posted around the room were several exhibits depicting the project study area, including a USGS map with the project corridor highlighted, a map with existing roadways and the corresponding traffic data, and an aerial photograph for the project area.

Following the project description, Mr. Smith used a PowerPoint presentation to conduct the meeting and generate open discussion of the agenda items (see attachment A).

Previous Studies. The consensus was no KY 69 specific studies have been conducted, however previous studies on other area roadways could provide helpful information on existing conditions and understanding transportation issues. Studies identified include:

- Improvements to HWY 60 just south of the current project.

Scope of Work. Mr. Smith went through the major elements of the Scope of Work, with a brief discussion of each:

1. Analyze Existing Highway Conditions
2. Prepare Environmental Overview/Footprint
3. Develop Project Goals
4. Identify Alternatives
5. Recommendations
6. Report
7. Public Involvement

Mr. Smith noted the Environmental Overview would consist primarily of a literature review, with limited fieldwork conducted. Areas of concern are an existing school that may have significant structural damage, a large historic cemetery, a Catholic Church, an apartment complex and a water tower.

Public involvement will be limited to two project team meetings, one local officials meeting, one public meeting and resource agency coordination.

Study Schedule. Mr. Smith presented the schedule, which is as follows:

- Environmental Overview Fall 2003
- Present Preliminary Alternatives Fall 2003
- Present Feasible Alternatives Winter 2003
- Draft Report February 2004
- Final Report May 2004

Existing Conditions. Available HIS data, including traffic volumes, crashes, and the geometrics of major highways in Hancock County were presented in handouts. According to the Crash Analysis presented in Table 3 there is a high injury rate on US 60, between mile points 10.434 and 10.82, as well as KY 1389 between mile points 6.658 and 7.391. The majority of KY 69 within the study area has sub-standard driving lanes and/or shoulder widths; and about 59 percent is rated at LOS C, with the remainder at LOS D. Current traffic volumes range from 2,400 to 10,600 ADT, and are forecast to increase approximately 41 - 60 percent by the year 2030.

Issues, Problems/Needs. Mr. Smith led the group in a brainstorming exercise to identify project and planning issues, problems, needs, and opportunities using colored post-it notes. Mr. Smith re-iterated that input from team meeting attendees – especially those familiar with the area – was a critical source of information. The group's written comments generally fell into the following seven major categories:

- Geometric and Safety Issues
- Commuter and Truck Traffic in Downtown Area
- Minimize Impacts to Historic and Environmental Areas
- Improved Access
- Community Impacts
- Economic Development
- Cost Effective Design

Mr. Smith commented that these categories and comments would be used to draft the study's first set of Goals and Objectives. The "Improved Access" category generated the largest amount of responses, followed by "Community Impacts." He encouraged attendees to consult with their colleagues for additional issues, problems, and needs.

Alternatives. Qk4 will develop two or three possible alternate alignments that will fulfill all of the aforementioned Issues and Problems/Needs.

- Challenging aspects of this project include a highly populated project area, terrain that will introduce a problem of steep grades, non-flexibility of project termini and cluster of buildings along HWY 60. Hosea Brown said that it would be beneficial if truck traffic did not have to stop before or after crossing bridge due to grades that will be needed to tie down vertical alignments.
- Areas that require further study or should be avoided with proposed alignments:
    - Remove existing 90°curve on KY 69, and improve approach to bridge, without introducing steep grades for large trucks.
    - Water tower should be avoided with all possible alternates and it should be determined if the city of Hawesville owns this tower.
    - Keith Harpole, representative of the GRADD, will investigate the current use of the existing school building, of which the existing structure could be damaged due to settlement. Keith also mentioned an option the school system has to construct a new consolidated school building outside the study area, for the communities of Hawesville and Lewisport.
    - Historic cemetery, owned by the city and county, should be avoided with all possible alternates and the boundaries should also be determined.
    - Apartment complex, which could be an environmental justice issue, should be avoided with all possible alternates.
    - Catholic Church near 90° curve.
    - Ted Merryman stated the Indiana DOT was in the process of improving their approach (SR-237) to the Bob Cummings (Cannelton) Bridge and traffic could be affected as a result of this reconstruction.

Data Collection. Practical estimates for construction, utility, and right-of-way cost information for recent local projects will be used when compiling cost estimates which will be developed on a per mile basis. Relocations and real estate issues will be addressed on the basis of countywide averages, general numbers, and the number of potential residential relocations and commercial displacements. If USGS mapping is used for exhibits make certain the reconstructed section of HWY 60 is depicted correctly.

Local Agency Coordination. It was agreed that the Mayor of Hawesville, local schools, County Judge as well as all other elected officials, any industrial development groups, and a representative from the local historical society will be invited to the local officials/stakeholders meeting for which a date and a location will be determined at a later date. The project team also agreed that local officials/stakeholders meeting should take place prior to public meeting to determine their expectations for this project.

Follow-up and Next Steps. David Smith stated that the next Project Team Meeting (meeting #2) would be scheduled after the local officials meeting, public meeting, and development of preliminary alternatives. This will allow the project team to gather as much of the local communities expectations and comments as possible.

The meeting adjourned at approximately 11:45 am.

END OF MINUTES

File ID: 02403\Hancock-KY69\
File Name: \Meeting Minutes\KY 69 PTM #1 on 7-31-03.doc

ATTACHMENT A – AGENDA

Kentucky 69 Pre-Design Scoping Study
Project Team Meeting No. 1
Agenda

Date: **July 31, 2003**
Time: **10:00 AM**
Location: **KYTC District 2**
Madisonville, KY

1. Introductions

2. Scope of Work
   a. Proposed Study Area
   b. Prior Studies/Reports
   c. Major Scope Elements
   d. Project Schedule

3. Existing Conditions (Preliminary Review)
   a. Highway Conditions
   b. Traffic Analysis
   c. Safety Analysis
   d. Environmental Footprint
   e. Environmental Justice Report

4. Project Issues and Goals
   a. Project Issues
   b. Project Problems/Needs

5. Alternative Development
   a. Do Nothing Beyond Existing and Committed
   b. Spot Improvements
   c. ITS Applications
   d. Bicycle/Pedestrian Considerations
   e. Improvements to Existing Highways
   f. New Road Construction
   g. Other

6. Data Collection
   a. Available Data
   b. New Data Collection
   c. Aerial Photography
   d. Real Estate/Relocation Information

7. Agency Coordination Needs

8. Follow-up and Next Steps

Architecture
Engineering
Construction

MEETING MINUTES

Project:	Kentucky 69 Pre-Design Scoping Study, Item No. (none assigned)	
Purpose:	Project Team Meeting #2	
Place:	KYTC, District-2 Conference Room, Madisonville	
Meeting Date:	January 26, 2004 10:20 a.m.	
Prepared By:	William Crawford	
In Attendance:	Ted Merryman	KYTC, District 2, Chief District Engineer
	Everett T. Green	KYTC, District 2, Preconstruction
	Kevin McClearn	KYTC, District 2, Planning
	Nick Hall	KYTC, District 2, Planning
	Mark Allen	KYTC, District 2, Utilities
	Hosea Brown	KYTC, District 2, Operations
	T.C. Chambers	KYTC, District 2, Construction
	Phillip Whitmer	KYTC, District 2, Right of Way
	Wade Clements	KYTC, District 2, Operations
	Kenny Potts	KYTC, District 2, Traffic
	Gina Boaz	GRADD (Green River Area Development District)
	David Smith	Qk4, Vice President
	Chad Snellen	Qk4, Transportation Engineer
	William Crawford	Qk4, Transportation Planner

Mr. Smith facilitated the project team meeting, and began by requesting all attendees to introduce themselves. The proposed project involves studying the need for, and all reasonable solutions to provide, a better connection between US 60 and the Bob Cummings Bridge in Hawesville, Kentucky. The bridge crosses the Ohio River and connects to SR 66/237 in Indiana. The current connection via KY 69 goes through the downtown area of Hawesville. The purpose of the meeting was to review the proposed project subsequent to: the public meeting held on December 18, 2003 and public comment period; coordinating agency responses; and preliminary alternative corridors. Positioned on the tables were two graphics of the project study area: an aerial photograph depicting the four corridors under consideration; and an environmental map of the study area.

Following the introductions, Mr. Smith used several handouts to conduct the meeting and generate open discussion of the agenda items (see Attachment A).

Status of Study. Mr. Smith began with a review of previous team meetings, the purpose of this meeting, a description of the study area, and the draft project goals. Mr. Smith reviewed the status of the study in terms of the Scope of Work tasks, and a brief discussion of each:

1. Analyze Existing Highway Conditions (completed)
2. Prepare Environmental Overview/Footprint (completed)
3. Develop Project Goals (draft presented at meeting)
4. Identify Alternatives (discussed at meeting)
5. Recommendations
6. Report
7. Public Involvement

There were no objections to the draft project goals list. Mr. Smith noted that we are now at the "Recommendations" and "Final Report preparation" stage.

Review Agency Comments. Mr. Crawford reviewed the resource agency coordination correspondence with a handout listing the responding agencies and their summarized comments (see Attachment B). KYTC sent out 77 letters, and 16 responses were received to-date. Generally, the responses received were of the standard format expressing customary roadway construction precautions and recommendations. No objections to the project were received. Geologic reports were received from both the Geotechnical Branch and University of Kentucky Geological Survey. While the two reports had many similar comments and study area findings, they disagreed on fault potential. The UK report stated the "study would not encounter any known faulted areas." The Geotechnical Branch stated a "fault is shown to exist and is shown on the attached Geologic Quadrangle Map," and recommended that "if any alignment crosses the fault, it should be done perpendicular to the fault and not parallel."

Review Public Meeting Comments. Mr. Crawford reviewed the public meeting results with a handout listing the number of attendees, a tally of preferred alternatives, and their summarized comments (see Attachment B). Twenty-three people attended the December 18, 2003 meeting, with 9 submitting written comments in favor of the project, and none opposed. No clear favored alternative emerged from the responses (Blue and Green received 2 votes each, Red received 3 votes, Purple received 1 vote, one person voted "no preference"), and 1 new alternative was proposed. The new alternative had a more straight-line alignment, beginning at the bridge from the same location as Blue and Red, and proceeding directly to the Green/Purple intersection with US 60. It was generally positioned immediately south of the Purple corridor and through several residences. (The author's expressed intent was to have their residence be an acquisition, rather than located near a proposed alternative.) Submitted comments reflected issues already identified by the project team. The public meeting's low attendance was attributed to the poor weather conditions (snow, ice, cold) the night of the meeting. However, it was noted that the community as a whole seems to solidly support the project.

Discuss Preliminary Alternatives. Mr. Snellen reviewed the proposed alternative corridors, including engineering and design considerations such as slopes, cuts, and fills. The proposed roadway would be 3-lanes, including a truck-climbing lane, with a 45-mile per hour speed limit and a 6 percent slope. Due to the existing terrain, the truck-climbing lane would need to start almost immediately off the

bridge. An evaluation matrix (see Attachment C) presented an overall comparison of the alternatives. A general discussion of the build alternatives followed.

It was noted that the apartment complex should be avoided if possible. The apartments are directly in the path of Alternatives Blue and Red.

Alternative Green would create another 90-degree turn at the bridge ramps and, therefore, was perceived as no advantage over the existing traffic flow conditions. Alternative Green was not favored.

The Purple/Green connection to US 60 was identified as needing a better approach angle. Adjusting the alignment east or west to improve the alignment with US 60 was discussed. It was noted that a large amount of rock removal will be encountered if the alignment is shifted. Also discussed was the necessity of direct alignment with Old Hartford Road on the west side of US 60. It was generally agreed that there are several options to improve this intersection, and the correct solution would be developed if the project advances.

A general discussion ensued concerning truck traffic volume, the trucks origination point or destination (*i.e.*, major employer locations), and the potential for truck drivers to utilize an alternative based upon its intersection location with US 60. Major employers are located both to the east and west of Hawesville and the percentage of truck traffic in each direction is unknown. Ms Boaz, GRADD, believed a truck access study had been previously performed on KY 69 and would follow-up on obtaining such a report.

Mr. Smith pointed out that based upon current traffic conditions and potential growth, a 4 -lane facility could be considered to satisfy the need, but probably was not justified in this urban area. Mr. Merryman commented that the recently opened William H. Natcher Bridge, in combination with the completion of other connecting Kentucky and Indiana roadway projects, may draw a significant amount of traffic away from the Bob Cummings Bridge. In such case, the need for a 4-lane facility would be further reduced. Since trucks will be a primary user of a new facility, consideration must be also given to sight distances at intersections with special regards to a truck's inability to accelerate rapidly uphill, and decelerate quickly downhill (*i.e.*, longer stopping distance).

Project team members generally agreed that it was best to avoid a US 60 connection in the vicinity of Bill's IGA (located between alternatives Blue and Red). It was also noted that a trailer park development permit had been issued about 2 years ago for an area in the vicinity of US 60 and Old Hartford Road, located just off the map exhibit. However, no development has occurred.

After a consideration of all the proposed build alternatives, and the potential costs and environmental impacts, Alternative Purple, with a realigned US 60 approach, was the project team's preferred build alternative corridor. Purple will impact the partially condemned elementary school and the playground/daycare center. The school system has already acquired property outside the study area to construct a new facility. Purple will be adjusted to impact only the condemned portion of the school, if possible. The GRADD will contact school officials to determine their relocation plans and time schedule, and future plans for the serviceable school buildings. The GRADD will also ascertain the elementary school's relationship with the playground/daycare center.

Discuss Operational Improvements. Various operational improvements were suggested and discussed by the project team members. Most of the suggestions focused on the existing intersection

between the bridge approach and Main Street, and its sharp 90-degree turn. The existing intersection has a small turning radius, which frequently causes trucks to cross into the opposing lane of traffic, or jump the curb to complete their turn. Improved signing was one suggestion, along with limiting on-street parking. Restricting on-street parking is anticipated to meet some resistance from the affected commercial establishments. The ideal solution would be to improve the turning radius, however, this option may be difficult to implement because it would potentially infringe upon historic property boundaries. Given the extent of other construction currently in progress in the area, the timing for improving the turning radius would be favorable.

A traffic light signal for the Main Street intersection if a build alternative were implemented was discussed. There is concern that a signal would restrict traffic flow, cause traffic congestion, and generate additional problems for trucks accelerating and decelerating on the 6-percent grade. The consensus was that the decision is outside the project team's scope and should be made during the design phase if the project advances.

During the discussion of preliminary alternatives, concern was expressed about the number of truck drivers that would use a build alternative relative to its connection with US 60 (*i.e.*, trucks headed west may still proceed through the downtown area if an eastern alternative were selected). To preclude this, and encourage all truck drivers to use the new roadway if implemented, trucks could be prohibited from turning onto Main Street. However, the local government would have to make this decision and implement it.

Follow-up and Next Steps. No other Project Team Meetings are scheduled. The next step is preparation and submission of the draft KY 69 Scoping Study Report. The Environmental Justice survey results have not yet been received. Mr. McClearn stated he would submit a formal request to the GRADD for the Environmental Justice report. Two copies of the preliminary draft KY 69 Scoping Study Report were left with Mr. McClearn for review and comment.

The meeting adjourned at approximately 11:30 a.m.

END OF MINUTES

ATTACHMENT A – DRAFT PROJECT GOALS

KY 69 SCOPING STUDY

DRAFT PROJECT GOALS

- *Provide improved connectivity between US 60 and the Bob Cummings Bridge.*
- *Provide a facility capable of serving recent growth, and sustaining current and projected traffic demands.*
- *Improve safety by removing large trucks from downtown Hawesville.*
- *Improve safety by constructing a new roadway meeting current design standards.*

ATTACHMENT A – AGENDA

KY 69 Scoping Study
Project Team Meeting No. 2
Agenda

Date: **January 26, 2004**
Time: **10:00 A.M.**
Location: **KYTC District 2**
Madisonville, KY

1. Introductions
2. Status of Study
3. Review Draft Project Goals
4. Review Agency Comments
5. Review Public Meeting Comments
6. Discuss Preliminary Alternatives
7. Discuss Operational Improvements
8. Follow-up and Next Steps
    a. Schedule
    b. Report

Appendix D

Local Officials / Stakeholders Meeting Minutes

MEETING MINUTES

Page 1

Project:	Kentucky 69 Pre-Design Scoping Study, Item No. (not assigned)	
Purpose:	Local Officials/Stakeholders Meeting	
Place:	Hawesville City Hall	
Meeting Date:	September 4, 2003, 10:00 a.m. (central time)	
Prepared By:	Chad Snellen	
In Attendance:	Kevin McClearn	KYTC, District 2, Planning
	Nick Hall	KYTC, District 2, Planning
	Steve Ross	KYTC, Central Office, Planning
	Harry Walker	Commonwealth Aluminum
	L.T. Newton	Hancock County Fiscal Court
	Frank Greathouse	Lewisport
	Mike Powers	Hancock County Fiscal Court
	Reagan Barnum	Congressman Ron Lewis' Office
	Jim Askins	U.S. Senator Jim Bunning's Office
	Gina Boaz	GRADD (Green River Area Development District)
	Jennifer Alvey	GRADD
	David Smith	Qk4, Vice President
	Chad Snellen	Qk4, Transportation Engineer

Kevin McClearn began by introducing all members of the Kentucky Transportation Cabinet, and explaining that the KY 69 project is a planning project and is not scheduled for construction in the Six-Year Highway Plan. Mr. McClearn then asked all meeting attendees to introduce themselves and what organization they were representing. Once the introductions concluded Mr. McClearn introduced David Smith, who would facilitate the meeting. Mr. Smith started by identifying all Project Team Members, which are as follows: QK4, AMEC Earth & Environmental, Inc., Eco-Tech, Inc., and Helen Powell & Company, Inc. Then Mr. Smith provided a brief description of the project. The proposed project involves studying the need for and all reasonable solutions to provide a better connection between US 60 and the Bob Cummings Bridge (Cannelton Bridge) in Hawesville, Kentucky. The bridge crosses the Ohio River and connects to SR 66/237 in Indiana. The current connection via KY 69 goes through the downtown area of Hawesville. Each attendee was given a folder that contained a meeting agenda, three handouts providing existing information pertaining to KY 69 and other area routes, and a paper copy of the PowerPoint presentation used for the meeting. Posted around the room were several exhibits depicting the project study area, including a USGS map with the project corridor highlighted, a map with existing roadways and the corresponding traffic data, an exhibit with environmental and historic sites and an aerial photograph for the project area.

Following the project description, Mr. Smith used a PowerPoint presentation to conduct the meeting and generate open discussion of the agenda items (see attachment A).

Previous Studies. Studies identified include:

- Improvements to HWY 60 just south of the current project.
- Reconstruction of Indiana SR 237.
- KY 69 south of this study area.

Scope of Work. Mr. Smith went through the major elements of the Scope of Work, with a brief discussion of each:

1. Analyze Existing Highway Conditions
2. Prepare Environmental Overview/Footprint
3. Develop Project Goals
4. Identify Alternatives
5. Recommendations
6. Report
7. Public Involvement

Mr. Smith noted several areas of concern, an existing partially condemned school with significant structural damage, a large historic cemetery, a Catholic Church, an apartment complex and a city water tower.

Public Involvement.

1. Project Team Meetings (2)
2. Local Officials Meeting (1)
3. Public Meeting (1)
4. Resource Agency Coordination (1)
5. Website

Study Schedule. Mr. Smith presented the schedule, which is as follows:

- Environmental Overview Fall 2003
- Present Preliminary Alternatives Fall 2003
- Present Feasible Alternatives Winter 2003
- Draft Report February 2004
- Final Report May 2004

Existing Conditions. Available HIS data, including traffic volumes, crashes, and the geometrics of major highways in Hancock County were presented in handouts. According to the Crash Analysis presented in Table 3 there is a high injury rate on US 60, between mile points 10.434 and 10.82, as well as KY 1389 between mile points 6.658 and 7.391. The majority of KY 69 within the study area has sub-standard driving lanes and/or shoulder widths; and about 59 percent is rated at LOS C, with the remainder at LOS D. Current traffic volumes range from 2,400 to 10,600 ADT, and are forecast to increase approximately 41 - 60 percent by the year 2030.

Environmental Information.

Archaeology Sites – 0 known sites

Historic – 2 Historic Districts (Hawesville, 1 potential)

4 Potential (cemetery, bridge, individual homes)

Wetlands - 2

Mr. Smith pointed out existing environmental information provided by Helen Powell, INC., a sub-consultant to this project, and how that information could affect proposed alternatives in the project corridor.

Issues, Problems/Needs. Mr. Smith led the group in a brainstorming exercise to identify project and planning issues, problems, needs, and opportunities using colored post-it notes. Mr. Smith re-iterated that input from team meeting attendees – especially those familiar with the area – was a critical source of identifying the key issues and problems associated with this study. The group's written comments generally fell into the following eight major categories:

- Geometric and Safety Issues
- Commuter and Truck Traffic in Downtown Area
- Minimize Impacts to Historic and Environmental Areas
- Convenience of Improved Access to US 60
- Noise and Air Pollution
- Economic Development
- Safety Concerns
- Improvements to Indiana SR 237 (under construction)

Alternatives. David Smith asked the group if they thought the new route would be used, and Mr. Walker from Commonwealth Aluminum stated truck drivers would definitely use the route to avoid the narrow streets of the downtown area. Someone mentioned that trucks routinely drive onto curbs and have struck buildings in the past. Qk4 will develop two or three possible alternate alignments that will allow truck traffic an alternate route and fulfill all of the aforementioned Issues and Problems/Needs.

Data Collection. Practical estimates for construction, utility, and right-of-way cost information for recent local projects will be used when compiling cost estimates. Relocations and real estate issues will be addressed on the basis of countywide averages, general numbers, and the number of potential residential relocations and commercial displacements.

Agency Coordination. Mr. Smith explained that a list of 80 or more agencies would be notified of proposed plans and coordinated with throughout the duration of this project.

What happens next?

- Schedule Public Meeting
- Complete Environmental Work
- Resource Agency Letter
- Identify Preliminary Alternatives
- Identify Operational/Spot Improvements
- Project Team Meeting #2

Following the presentation Mr. Smith encouraged members of the audience to identify possible alternates of the proposed new route and where it should be located on one of the posted exhibits. The group identified several alignments which begin at three separate locations, one just south of the existing cemetery, another just south of Bill's on the Hill, and finally on US 60 just across from existing KY 69. All alignments have challenges that will affect construction, common to each, will be relocations and conflicts with the Church of the Immaculate Conception at the 90 degree turn in downtown Hawesville. Kevin McClearn asked the group if they thought sidewalks should be included with the proposed route, the majority thought they should be included only in the downtown area. The Qk4 team will use all information provided by meeting attendees to develop several alternates that will be available for review by the time of the upcoming public meeting.

The meeting adjourned at approximately 11:45 am.

END OF MINUTES

File ID: 02403\Hancock-KY69\
File Name: \Meeting Minutes\KY 69 Local Officials Mtg on 9-4-03.doc

ATTACHMENT A – AGENDA

Kentucky 69 Pre-Design Scoping Study
Local Officials Meeting
Agenda

Date: **September 4, 2003**
Time: **10:00 AM**
Location: **Hawesville City Hall**
Hawesville, KY

1. Introductions

2. Scope of Work
    a. Proposed Study Area
    b. Prior Studies/Reports
    c. Major Scope Elements
    d. Project Schedule

3. Existing Conditions (Preliminary Review)
    a. Highway Conditions
    b. Traffic Analysis
    c. Safety Analysis
    d. Environmental Footprint
    e. Environmental Justice Report

4. Project Issues and Goals
    a. Project Issues
    b. Project Problems/Needs

5. Alternative Development
    a. Do Nothing Beyond Existing and Committed
    b. Spot Improvements
    c. ITS Applications
    d. Bicycle/Pedestrian Considerations
    e. Improvements to Existing Highways
    f. New Road Construction
    g. Other

6. Data Collection
    a. Available Data
    b. New Data Collection
    c. Aerial Photography
    d. Real Estate/Relocation Information

7. Agency Coordination Needs

8. Follow-up and Next Steps

Appendix E

Public Information Meeting Summary

Public Information Meeting Summary

Thursday, December 18, 2003
Hawesville

KY 69 – Hawesville Planning Study
Hancock County
Item Number: (not assigned)

A public information meeting was held on Thursday, December 18, 2003, at the Hancock County High School near Hawesville from 5:00 p.m. to 7:00 p.m. The meeting was held to discuss a scoping study for possible improvements to the KY 69 approaches to the Cannelton Bridge. A sign-in sheet was present near the entrance, and 23 citizens and 8 staff members signed in at the meeting. No formal presentation was given. No formal oral comments were recorded or documented. An automated power-point slide presentation was in operation, along with handouts and three tabletop exhibits. Staff members made themselves available to offer assistance and answer questions. Poor weather conditions (*i.e*., snow, ice, cold, wind) may have hampered public attendance. The handouts included the following information:

- A letter explaining the purpose of the study and meeting
- Draft project goals and major project issues
- A copy of the presentation slides, including preliminary alternatives
- A comment form

The main purposes of the meeting were to: 1) inform the public about the planning study; 2) solicit issues to consider and problems to correct from the public; and 3) receive input on the preliminary alternatives identified.

Mr. Kevin McClearn and Mr. Nick Hall, District 2 Planning, Mr. Ted Merryman, District 2 Chief District Engineer, and Mr. Steve Hoefler, Central Office Design, represented the Kentucky Transportation Cabinet. Mr. David Smith and 2 members of his staff represented Qk4. Staff members circulated among the three exhibit tables, answering questions, asking questions relative to citizen concerns, and facilitated discussions.

The meeting was conducted in an informal open format. Attendees were given the opportunity to view the exhibits and ask questions about the project. Exhibits included the following: 1) the study area with an environmental overview; 2) existing traffic volumes, level of service, and crash information; and 3) the 4 preliminary alternative corridors under consideration.

To facilitate participation, staff members discussed issues and possible corridors with members of the public and helped them express their ideas on the maps and exhibits.

All attendees were asked to complete a comment form at the meeting. Those who did not complete the form at the meeting were provided postage-paid envelopes for returning the comment forms to KYTC. Twenty-three (23) citizens attended the meeting, and nine (9) comment forms were submitted at the meeting, or returned by mail. Summaries of the public comments received are presented on the following pages.

Public Comment Form
KY 69 Planning Study
December 18, 2003, Hawesville

The Kentucky Transportation Cabinet is conducting a planning study for a proposed highway project involving the construction of a new, and/or relocation and reconstruction of an existing, highway between US 60 and the Bob Cummings Bridge. The study is currently in the initial data-gathering stage. We request that you please provide your opinions, ideas and comments in writing on this form so they can be given full consideration during the development of potential alternative corridor(s). Please either 1) return this form to a project representative; 2) place it in the drop box prior to leaving; or 3) return it in the postage-paid envelope.

All comments are welcome! We appreciate your participation!
PLEASE PRINT

Contact Information

Name: _____ Date: _____
Address: _____ Phone: (Optional) _____
_____ _____

How did you hear about this public meeting?

- ☐ Newspaper
- ☐ Letter
- ☐ Friend/Family
- ☐ Flyer
- ☐ Elected Official
- ☐ TV
- ☐ Do Not Recall
- ☐ Radio
- ☐ Meeting
- ☐ Other

1. Do you think that there are significant problems with KY 69 between US 60 and the Bob Cummings Bridge?

_____ Yes (Please Explain) _____ No (Please Explain)

_____

_____

_____

2. If you answered "yes" to question #1, do you have any specific suggestions as what should be done to correct the problems?

_____

_____

_____

3. If an improved highway between US 60 and the Bob Cummings Bridge were built, which alternatives do you prefer?

- ☐ Blue Alternative
- ☐ Red Alternative
- ☐ Green Alternative
- ☐ Purple Alternative

4. Do you have another alternative that should be considered? If yes, please describe.

5. What concerns do you have about the proposed project? Are there areas we should avoid? Are there any environmental issues we should address?

6. Do you know of any specific community groups or individuals who should be involved in this study? Why?

Please place the completed form in the drop box, or return it in the postage-paid envelope to: **Mr. Kevin McClearn, P.E**., Kentucky Transportation Cabinet, District 2, 1840 North Main Street, P.O. Box 600, Madisonville, Kentucky 42431-5003. Thank you for your comments.

Public Information Meeting
Comment Summary
December 18, 2003
Hawesville

KY 69 – Hawesville Planning Study

Public Comment Form Results Summary

Twenty-three (23) people attended the public information meeting. Nine (9) comment forms were submitted at the meeting, or returned by mail. Listed below is a summary of responses to the individual public comment form questions.

How did you hear about this public meeting?

Source	***Total***
Newspaper	8
Letter	0
Friend/Family	0
Flyer	0
Elected Official	2
Radio	0
TV	0
Meeting	0
Other	0
Do Not Recall	1

1. Do you think that there are significant problems with KY 69 between US 60 and the Bob Cummings Bridge? Please explain.

Yes	9
No	0

Written Comments to Question #1:

- No objections to relocating the road. Concerned about the route [Blue, Red] that comes by Bill's IGA. The long straight approach will allow traffic flow too fast by the current Hwy 69 intersection and Immaculate Conception Church (Main Street). It would create a dangerous intersection.
- On the KY side there is a sharp right turn near the IC Church. Because of the traffic light, traffic is backed up a lot.
- High traffic numbers cause congestion in Hawesville. "Hawesville Hill" is a concern in winter.

- Narrow roads in downtown area that are too steep. Too much through traffic mainly trucks.
- So much congestion in downtown Hawesville.
- Poor traffic movement in downtown Hawesville due to sharp turn at bridge and steep hill from downtown to US 60.
- Too cumbersome.
- Very slow traffic. Dangerous to local traffic, especially the semi-trucks. Heavy traffic causes problems for downtown business. Sever danger during poor weather conditions.
- Overcrowded highly congested area. Extremely dangerous intersection. A public hazard for autos or pedestrians.

2. If you answered "yes" to question #1, do you have any specific suggestions as what should be done to correct the problems?

- Either a 4-way stop or a traffic control light.
- Build one of the suggested routes.
- New approach, out of town, would help. Less traffic in town would make it a lot safer for Hawesville residents.
- New road constructed from bridge to Hwy 60.
- Build a straight, improved highway from bridge to US 60.
- Connect the bridge to US 60 via a new route, a connector up the practically vacant hill.
- Definitely and obviously a new bridge approach is warranted without question before life or limb is lost.

3. If an improved highway between US 60 and the Bob Cummings Bridge were built, which alternatives do you prefer?

Alternative	***Total***
Blue	2
Red	3
Purple	1
Green	2
Proposed Other	1
No Recommendation	1

4. Do you have another alternative that should be considered? If yes, please describe.

One respondent hand-drew an alternative they labeled "Black" on the alternatives handout. The "Black" alternative had a more straight-line alignment. Starting from about the same location as Blue and Red at the bridge, it proceeded directly to the Green/Purple intersection with US 60, generally immediately south of the Purple corridor and through several residences. (Author's intent was to have their residence be an acquisition, rather than located near a proposed alternative.)

5. What concerns do you have about the proposed project? Are there areas we should avoid? Are there any environmental issues we should address?

- Environmental – how would the hill be properly stabilized?
- Main cross street is my house. A ditch runs along side my house which overflows sometime. Ditch runs into a tile 300-ft long. It dumps out near the school. My concern is if the water was held back or not allowed to flow because of the new approach would my house flood?
- Avoid areas with homes. Good job!
- Catholic Church. Least amount of homes as possible.
- I live between the routes. I want it as far away from me as possible.
- Miss the Immaculate Conception Catholic Church. Take the current Hawesville Elementary School as a portion of right-of-way.
- I would rather my property be purchased by the state than have a highway in front or back of my home. It would destroy secluded atmosphere of area which was main reason for original purchase of property.

6. Do you know of any specific community groups or individuals who should be involved in this study? Why?

- County and state road departments. Road department supervisors.
- Downtown business people, industry leaders, to make sure there is good access to the downtown area at the foot of the bridge.
- The people that live in the area that is affected.
- Hancock Co Chamber of Commerce, Hancock Co Industrial Foundation.
- Immaculate Conception Church representative.

Volunteered Comments added to Comment Form:

Good Job! Project appears to be well thought-out and interested in concerns of area persons. This meeting was very informative and we appreciated this opportunity to speak with project leaders and plan workers. Thanks Sincerely.

Appendix F

Geotechnical Reports

C-17 Hotech
Blevins

D-2

MEMORANDUM

P-13-2003

TO: Kevin McClearn
TEBM for Pre-Construction
District 2, Madisonville

FROM: William Broyles P. E.
Geotechnical Engineering
Branch Manager
Division of Materials

BY: Michael Blevins P. G.
Geotechnical Branch

DATE: December 5, 2003

SUBJECT: Hancock County
FD39 046 0069 013-014 D
KY.69, Connector From US60 to Cannelton Bridge
Mars # 7190201D
Planning Study

PROJECT OVERVIEW

The Geotechnical Branch has completed a review of the study area. The project is located on the Cloverport - Cannelton and Tell City Quadrangles. The bedrock in the project area is mainly Sandstone, Siltstone, Coal and a few beds of limestone from the Tradewater and Caseyville Formation. The subsurface dip is generally to the Northwest. Therefore, wet hillsides and springs may be encountered on the East side of streams or valleys.

Coal from the Hawesville Coal Bed was underground mined in and around the project area from the 1860's through the 1920's and mine maps are probably not available. The seam is report to be as much as 5 feet thick and extensively mined. The coal seam and mine adits are shown on the attached Geologic Quadrangle Map, many are shown to have already collapsed. Springs and wet slopes may be encountered on the down dip side of the outcropping coal seam.

COMMENTS AND CONCERNS

1) Because much of the Hawesville Coal Bed has been mined, there is a concern for mine collapses. Overburden material over the coal seam is estimated to be around 50 feet and any cuts in the area should be kept to a minimum to prevent further loss of cover between the proposed roadway grade and mine voids. Any mine voids encountered will probably require back stowing if the mine has not collapsed. An alignment should be chosen to avoid any mine adits if possible.

2) Talus and deep overburden with slope failures may be encountered in valleys along with mine spoils from coal mining in the area.

3) Sandstones from roadway excavation may be friable and not suitable for rock sub-grade, which may require soil sub-grade stabilization.

4) Side hill cut and fill situations should be avoided.

5) A fault is shown to exist and is shown on the attached Geologic Quadrangle Map. The Branch recommends that if any alignment crosses the fault, it should be done perpendicular to fault and not parallel.

If there are any questions, please advise.

500 0 500 1000 Feet

N

Fault

Hawesville

Study Area

Qal

cg

hw

Water

HAWESVILLE

Hawesville Coal Bed

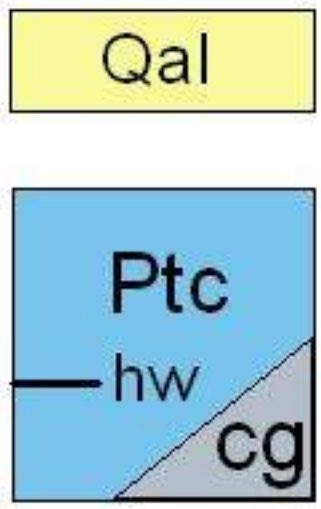
Adits

FERRY

Tell City Quadrangle

Cannelton Quadrangle

Geologic Explanation



Alluvium

Ptc - Tradewater and Caseyville Formations

hw - Hawesville Coal Bed

cg - Conglomeritic Sandstone

Contact

Coal Bed

Fault

Note: Dashed where approximately located; short dashed where inferred; dotted where concealed.

Adit Caved Adit

Structure Contours

Note: Drawn on the base of Buffalo Wallow formation.
Long dashed where control less accurate.
Short dasherd where datum is above land surface.

UNIVERSITY OF KENTUCKY

Kentucky Geological Survey
Research and Graduate Studies
228 Mining and Mineral Resources Building
Lexington, KY 40506-0107
Phone: (859) 257-5500
Fax: (859) 257-1147
www.uky.edu/kgs

November 13, 2003

Kevin McClearn, P.E.
TEBM for Planning
Kentucky Transportation Cabinet
District 2
1840 North Main Street
Madisonville, KY 42431

Dear Mr. McClearn:

This letter is to summarize geologic concerns for the planning study:
Hancock County
Ky. 69, improve connection to Cannelton bridge.

Physiographic Region
The planning study area is in the Western Kentucky Coal Field, which borders along the Ohio River. It is underlain by sandstone, siltstone, shale, coal, underclay, conglomerates, gravel, sand, silt, and clay.

Karst Potential
The planning study should not encounter any karst features, such as sinkholes and caves.

Landslide Potential
The planning study might encounter pre- or post-landslide hazards in steep slopes of the consolidated units and in the bluffs of the unconsolidated material along the Ohio River. The sediments that form the bluffs are deeply weathered and can become unstable during periods of heavy rainfall. They bluffs can also become unstable by undercutting, overloading, or with improper drainage.

Unconsolidated Sediments
The planning study would encounter unconsolidated sediments such as gravel, sand, silt, and clay in stream drainage. These unconsolidated sediments can be up to 100 feet thick along the Ohio River and may exhibit considerable settlement or consolidation when over loaded with fill.

Resource Conflicts
The planning study might encounter resource conflicts such as prior ownership of property for coal and gravel mining.

Underground Mining
This planning study might encounter areas where coal has been mined below the surface.

Oil Wells
This planning study might encounter a few oil wells.

Materials Suitability
The planning study might encounter material for use as construction stone in the alluvium along the Ohio River or to the east in the terrace deposits.

Fault Potential
The planning study would not encounter any known faulted areas.

Earthquake Ground Motions
The planning study area has probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09g. There would be a low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion. The unconsolidated sediments along the Ohio River could have a high potential for liquefaction or slope failure caused by earthquake bedrock ground motion.

Sincerely,

Richard A. Smath
Geologist

cc
Richard Wilson

Appendix G

Resource Agency Coordination Responses

November 5, 2003

«Mailing_Title» «First_Name» «Last_Name»«Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City», «State» «Zip»

SUBJECT: Planning Study
Hancock County
KY 69
Improve connection to Cannelton bridge

Dear «Letter_Title» «Last_Name»:

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to evaluate the need for an improved connection from US 60 to the Cannelton bridge in Hawesville Kentucky. The study is currently in the initial data-gathering stage.

We ask that you identify specific issues or concerns of your agency that could affect the development of the project. This planning study will include a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize negative impacts.

We respectfully ask that you provide us with your comments by December 19, 2003, to ensure timely progress in this planning effort.

During the development of this planning study, comments will be solicited from Federal, state, and local agencies, as well as other interested persons and the general public, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts. A copy of a public notice placed in state in local newspapers concerning this project is attached.

Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may also contact you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

We have enclosed the following project information for your review and comment:

- Preliminary issues and Concerns
- Project Location and Environmental Footprint Map
- Data on Existing Area Highway System
- Geometric and Traffic Information
- Crash Analysis

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Kevin McClearn or Nick Hall of KYTC District 2 Planning at 270/824-7080 or at nick.hall@mail.state.ky.us. Please address all written correspondence to Kevin McClearn, P.E., TEBM for Planning, Kentucky Transportation Cabinet, District 2, 1840 North Main Street, Madisonville, KY 42431.

Sincerely,

Nick Hall
District 2 Planning

NSH/nsh

Enclosures

c:

Jose Sepulveda (w/a)
Glenn Jilek (w/a)
David Smith- QK4✓
Jiten Shah- GRADD
Ted Merryman
Everett Green
Annette Coffey
Doug Taylor
Steve Hoefler
David Waldner

Ms. LaVerne Reid
District Manager
Airports District Office, Federal Aviation Administration
3385 Airways Blvd., Suite 302
Memphis, TN 38116

American Association of Truckers
P.O. Box 487
Benton, KY 42025

Mr. Hayes Dent
Executive Director
Delta Regional Authority
236 Sharkey Avenue, Suite 400
Clarksdale, MS 38614

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Adjutant General
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Louisville, KY 40299

Kentuckians for The Commonwealth
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London, KY 40743

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Frankfort, KY 40601

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Kentucky Department of Agriculture
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Frankfort, KY 40601

Mr. Bob Logan
Commissioner
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Frankfort, KY 40601

Mr. C. Thomas Bennett
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Kentucky Department of Fish and Wildlife Resources
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Mr. Hugh Archer
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663 Teton Trail
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Mr. Stephen A. Coleman
Director
Kentucky Department of Nat'l. Resources, Division of Conservation
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Mr. Carl Campbell
Commissioner
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Frankfort, KY 40602-1589

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Frankfort, KY 40601

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Bridge Administrator
United States Coast Guard, Bridge Branch
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St. Louis, MO 63103

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United States Senator
United States Senate
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Washington, DC 20510

The Honorable Mitch McConnell
United States Senator
United States Senate
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Appalachian Regional Commission
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Lt. Colonel Steve Gay
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U. S. Army Corps of Engineers, Nashville District
P.O. Box 1070
Nashville, TN 37202-1070

The Honorable Ron Lewis
United States Representative - District 2
U. S. House of Representatives
2418 Rayburn House Office Building
Washington, DC 20515

Mr. John Milchick, Jr.
Kentucky State Coordinator
U.S. Department of Housing & Urban Development, Ky. State Office
601 West Broadway
Louisville, KY 40202

Mr. Kevin W. Lawrence
Planning Staff Officer
U.S. Dept. of Agriculture, Forest Service, Daniel Boone Nat'l Forest
1700 Bypass Rd.
Winchester, KY 40391

The Honorable Jack B. McCaslin
Hancock County Judge/ Executive
Hancock County Courthouse
P.O. Box 580
Hawesville, KY 42348

The Honorable Charles M. King
Mayor of Hawesville
Hawseville City Hall
P.O. Box 157
Hawesville, KY 42348

The Honorable Frank C. Greathouse
Mayor of Lewisport
405 Second Street
P.O. Box 22
Lewisport, KY 42351

The Honorable Virgil Moore
Kentucky State Senator
State Senator Capitol Annex
Room 230
Frankfort, KY 40601

The Honorable David Boswell
Kentucky State Senator
State Senator Capitol Annex
Room 203
Frankfort, KY 40601

The Honorable Dwight D. Butler
Kentucky State Representative
State Representative Annex
Eoom 405D
Frankfort, KY 40601

Preliminary

Issues and Concerns

KY 69

Hawesville, Hancock County, Kentucky

- Geometric and Safety Issues
- Commuter and Truck Traffic in Downtown Area
- Minimize Impacts to Historic and Environmental Areas
- Improved Access
- Community Impacts
- Cost Effective Design
- Convenience of Improved Access to US 60
- Noise and Air Pollution
- Economic Development

TABLE 2 --- Geometric and Traffic Characteristics of Existing Highways

Begin MP	End MP	Length (miles)	No. of Lanes	Lane Width (feet)	Shoulder Width (feet)	%Passing Sight Distance	Speed Limit (mph)	Roadway Type	Terrain Type	Pavement Type	ADT 2002	ADT 2030	Truck %	LOS 2002	LOS 2030	Adequacy Rating
KY 69, Hancock County																
12.541	12.816	0.275	2	10	2	7	55	undivided	rolling	High Flexible	2,400	4,000	10.6	C	C	85.4
12.816	13.08	0.264	2	10	2	0	55	undivided	rolling	High Flexible	2,800	4,600	**	C	C	66.4
13.08	13.478	0.398	2	12	3	0	35	undivided	rolling	High Flexible	7,300	17,600	**	C	E	72.5
13.478	13.6	0.122	2	12	0	0	25	undivided	flat	High Flexible	10,600	25,600	**	D	F	78.0
13.6	14.137	0.537	2	12	2	0	30	undivided	flat	High Rigid	8,900	21,500	8.4	D	E	82.0
US 60, Hancock County																
7.257	10.24	2.983	4	12	10	n/a	55	divided	flat	High Rigid	10,100	24,400	10.7	A	B	81.9
10.24	10.346	0.106	4	12	10	n/a	35	divided	rolling	High Rigid	9,000	21,700	10.7	A	B	78.8
10.346	10.434	0.088	4	12	2	n/a	55	divided	rolling	Bituminous Surface Treated	9,500	22,900	**	A	B	86.1
10.434	10.82	0.386	2	12	2	80	55	undivided	rolling	Bituminous Surface Treated	9,100	22,000	**	D	E	86.1
10.82	13.67	2.85	4	12	10	n/a	55	divided	rolling	Bituminous Surface Treated	6,000	14,500	**	A	A	86.1
KY 1389, Hancock County																
4.762	6.492	1.73	2	9	2	32	55	undivided	rolling	Bituminous Penetration	380	540	**	B	B	**
6.492	6.658	0.166	2	9	2	49	55	undivided	flat	Bituminous Penetration	540	760	**	B	B	**
6.658	7.391	0.733	2	9	2	6	35	undivided	flat	Bituminous Penetration	540	760	**	A	A	**
7.391	7.929	0.538	2	9	2	6	35	undivided	flat	Bituminous Penetration	2,100	3,000	**	B	B	**
KY 1847, Hancock County																
0	1.63	1.63	2	9	1	**	55	undivided	rolling	Mixed Bituminous	720	1,000	**	C	C	**
1.63	2.136	0.506	2	9	1	**	35	undivided	rolling	Mixed Bituminous	720	1,000	**	A	A	**
KY 2181, Hancock County																
9.798	11.64	1.842	2	9	3	**	55	undivided	rolling	Mixed Bituminous	1,200	1,700	7.3	B	B	**
11.64	11.932	0.292	2	9	3	**	35	undivided	rolling	Mixed Bituminous	1,200	1,700	7.3	A	A	**
KY 3101, Hancock County																
0	0.46	0.46	2	11	2	**	35	undivided	rolling	High Flexible	2600	3700	10.2	B	C	**
0.46	0.571	0.111	2	11	2	**	25	undivided	rolling	High Flexible	2600	3700	10.2	B	C	**
0.571	0.944	0.373	2	11	2	**	25	undivided	rolling	High Flexible	4,000	5,700	10.2	C	C	**
KY 3199, Hancock County																
0	0.839	0.839	2	10	2	10	35	undivided	rolling	High Flexible	420	590	15.8	A	A	**
0.839	1	0.161	2	10	2	10	55	undivided	rolling	High Flexible	420	590	15.8	B	B	**
1	3.301	2.301	2	10	2	10	55	undivided	rolling	High Flexible	150	210	**	C	C	**
KY 334, Hancock County																
16.42	19.14	2.72	2	9	4	**	55	undivided	flat	High Flexible	1,600	2,300	**	C	C	76.3
19.14	19.522	0.382	2	9	4	**	35	undivided	flat	High Flexible	1,600	2,300	**	B	B	76.3

Source: KYTC *Highway Information System* (HIS)

[1] Lane and shoulder widths not meeting current design standards (i.e., less than 12-foot-wide driving lanes and 10-foot-wide shoulders), and unacceptable Level of Service (LOS) ratings (i.e., D, E, F) are shaded.

[2] Percent Passing Sight Distance - the percent of segment length (estimated to the nearest 10%) which has available passing sight distance (as measured from the driver's eye to the road surface) of at least 1,500 feet. This information is only available for Kentucky maintained roads classified as State Primary or State Secondary.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Airports District Office, FAA
3385 Airways Blvd., Suite 302
Memphis, Tennessee 38116-3841
(901) 544-3495 FAX: (901) 544-4243
Email: 9.aso-mem-ado@faa.gov

March 19, 2001

Mr. Nick Hall
Department of Highways, District Two
Kentucky Transportation Cabinet
P. O. Box 600
Madisonville, KY 42431-5003

Dear Mr. Hall:

This is in response to your letter to Ms. LaVerne Reid dated November 5, 2003 requesting information on any impacts concerning the improvement of KY 69 from US 60 to the Cannelton bridge in Hawesville, KY.

Please be advised that a study is in effect by local officials of Hawesville, KY to locate a public use airport in that area. The site has not been finalized so the Federal Aviation Administration has no information to offer at this time. By copy of this letter, I am forwarding this information to the proposed airport sponsor for an opportunity to comment on any impacts the road improvement project may have on the proposed airport.

Thank you for the opportunity to review the proposal.

Sincerely,

Michael L. Thompson
Program Manager

cc: Donn Wimmer

U.S. Department of Homeland Security

United States Coast Guard

Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: obr
Phone: (314) 539-3900 x 4
Fax: (314) 539-3755
Email:

16591.1/KY
November 14, 2003

Mr. Kevin McClearn, P.E.
TEBM for Planning
Kentucky Transportation Cabinet, District 2
1840 N. Main St.
Madisonville, KY 42431

Subj: PLANNING STUDY, HANCOCK COUNTY, KY 69, IMPROVE CONNECTION TO CANNELTON BRIDGE

Dear Mr. McClearn:

We have reviewed the information provided in your letter of November 5, 2003, and determined that the subject project will not involve bridges over navigable waters of the United States. Therefore, a Coast Guard bridge permit is not required for this project.

We appreciate the opportunity to comment on the project.

Sincerely,

ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

DEPARTMENT OF THE ARMY
MEMPHIS DISTRICT CORPS OF ENGINEERS
167 NORTH MAIN STREET B-202
MEMPHIS TN 38103-1894

Reply to
Attention of:

CEMVM-DE

24 November 2003

MEMORANDUM FOR Commander, Louisville District

SUBJECT: Hancock County, KY 69 Planning Study to Improve Connection to Cannelton Bridge

1. We are forwarding the enclosed request by Mr. Nick Hall, Commonwealth of Kentucky, Transportation Cabinet, Madisonville, Kentucky for response since Hancock County comes within your jurisdiction.

2. A copy of this memorandum is being furnished to Mr. Hall.

Encl

JACK V. SCHERER
Colonel, Corps of Engineers
Commanding

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
NEWBURGH REGULATORY OFFICE
P.O. Box 489
NEWBURGH, INDIANA 47629-0489
FAX: (812) 858-2678
http://www.lrl.usace.army.mil

February 9, 2004

Operations Division
Regulatory Branch (South)
ID No. 200400043-gjd

Mr. Kevin McClearn
Commonwealth of Kentucky Transportation Cabinet, District Two
1840 North Main Street
Madisonville, Kentucky 42431

Dear Mr. Hall:

This is in regard to your request for comments dated November 5, 2003, concerning a proposal to complete road improvement project aimed at improving traffic flow from U.S. 60 to the Cannelton Bridge, at Hawesville, Hopkins County, Kentucky. Your request ask that the Corps of Engineers identify issues or concerns with the project that may result in the Corps of Engineers involvement.

Within the identified Project Study Area, it appears that there are several streams and tributaries that may be considered "waters of the U.S." for the purposes of Section 404 of the Clean Water Act. Though a preliminary review of the Project Study Area does not indicate the presence of wetlands, a more thorough review by the applicant is recommended to confirm this information. If the proposed project would necessitate the discharge of fill or dredged materials to "waters of the U.S.," the applicant will be required to submit an application for Department of the Army permit.

If you have any questions concerning this matter, please contact this office at the above address, ATTN: CELRL-OP-FS or call Mr. George DeLancey at (812) 853-5631. Any correspondence on this matter should refer to our ID Number 200400043-gjd.

Sincerely,

for - Michael Ricketts
Project Manager
Regulatory Branch

Copy Furnished:

Delancey/OP-FS

U. S. Department of Housing and Urban Development
Louisville Field Office, Region IV
601 West Broadway, Room 110
Louisville, Kentucky 40202
http://www.hud.gov

December 16, 2003

Mr. Nick Hall
Kentucky Transportation Cabinet
Department of Highways, District Two
1840 North Main Street, P.O. Box 600
Madisonville, KY 42431-5003

Subject: Planning Study, KY 69, Hancock County

Dear Mr. Hall:

Thank you for your letter dated November 5, 2003, in which you requested input from our office concerning the subject project.

We have reviewed the information that you provided and we have not identified any concerns or issues as a result thereof.

We appreciate the opportunity to provide feedback concerning Kentucky highway issues. If we can be of further assistance, please contact Ms. Deborah Knight of our staff at 502-582-6163, ext. 211, or you may reach me at 502-582-5251.

Sincerely,

Ben A. Cook
Field Office Director

United States Department of the Interior

FISH AND WILDLIFE SERVICE
3761 GEORGETOWN ROAD
FRANKFORT, KY 40601

December 15, 2003

Mr. Kevin McClearn
Kentucky Transportation Cabinet
District 2
1840 North Main Street
Madisonville, Kentucky 42431

Subject: FWS #04-0303; KY 69 Planning Study, Hancock County, Kentucky

Dear Mr. McClearn:

Thank you for your correspondence of November 5, 2003, regarding the planning study for KY 69 in order to improve the connection to the Cannelton Bridge in Hancock County, Kentucky. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and the following comments are provided in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

In general, we are concerned that highway projects frequently accelerate erosion and sedimentation in streams, resulting in adverse effects to the aquatic environment. The use of heavy equipment to move earth and existing vegetation disrupts natural drainage patterns and exposes large areas of disturbed soil to erosion. Excessive sedimentation can clog stream channels and contribute to increased flooding. It can also increase water temperatures and cause oxygen demands which can damage or destroy fish and invertebrate populations. Deposition of sediment on the channel bottom also degrades aquatic habitat by filling in substrate cavities, burying demersal eggs, and smothering bottom organisms. In addition, turbidity, as induced by accelerated erosion and sedimentation, results in further damage to aquatic systems. Increased particulate matter suspended in the water column may drive fish from the polluted area by irritating the gills, concealing forage, and/or destroying vegetation that may be essential for spawning and cover habitat for particular species. Turbidity also degrades water quality by reducing light penetration, pH and oxygen levels, and the buffering capacity of the water. Degraded water quality may continue far downstream from the point where the erosion occurs.

Prevention of excessive sedimentation can occur only through application of Best Management Practices during daily construction activities. Rigid application of your agency's construction erosion control standards can preclude most sedimentation problems. In some cases, however, additional measures will need to be taken by on-site inspectors and construction representatives that are trained in erosion and sediment control methods. We request that you consider having

an inspector on-site during all construction activities to ensure that work areas are stabilized on a daily or regular basis.

Upon review of the proposed projects, we find that the information provided is insufficient to determine if the proposed actions will require U.S. Army Corps of Engineers' permits. Since permit applications could more thoroughly reveal the extent of construction activities affecting aquatic resources, we will provide additional comments during the 404 review process should the project necessitate Corps' permits. However, we would likely have no objection to the issuance of permits if any necessary stream channel work is held to a minimum and Best Management Practices are utilized and enforced, effectively controlling erosion, sedimentation, and other potential hazards. The following conditions are specifically recommended:

1. Erosion and sediment control measures, including but not limited to the following, should be implemented on all vegetatively denuded areas:

    a. Preventive planning: A well-developed erosion control plan which entails a preliminary investigation, detailed contract plans and specifications, and final erosion and sediment control contingency measures should be formulated and made a part of the contract.

    b. Diversion channels: Channels should be constructed around the construction site to keep the work site free of flow-through water.

    c. Silt barriers: Appropriate use should be made of silt fences, hay bale and brush barriers, and silt basins in areas susceptible to erosion.

    d. Temporary seeding and mulching: All cuts and fill slopes, including those in waste sites and borrow pits, should be seeded as soon as possible.

    e. Limitation of in-stream activities: In-stream activities, including temporary fills and equipment crossings, should be limited to those absolutely necessary.

2. Channel excavations required for pier placement should be restricted to the minimum necessary for that purpose. Overflow channel excavations should be confined to one side of the channel, leaving the opposite bank and its riparian vegetation intact.

3. All fill should be stabilized immediately upon placement.

4. Streambanks should be stabilized with riprap or other accepted bioengineering technique(s).

5. Existing transportation corridors should be used in lieu of temporary crossings where possible.

6. Good water quality should be maintained during construction.

Efficient management practices can minimize adverse impacts associated with construction. It is important that these and other measures be monitored and stringently enforced. This will aid in preserving the quality of the natural environment.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our database is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. KTC's obligations under Section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Thank you for the opportunity to comment on this proposed action. If you have any questions regarding the information that we have provided, please contact Mindi Brady at (502) 695-0468 (ext. 229).

Sincerely,

Virgil Lee Andrews, Jr.
Field Supervisor

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
771 Corporate Drive; Suite 210
Lexington, KY 40503-5479

November 20, 2003

Kevin McClearn, P. E.
TEBM for Planning
Kentucky Transportation Cabinet, District 2
1840 North Main Street
Madisonville, KY 42431

Dear Mr. McClearn:

In regards to the planning study for the proposed improved connection from US 60 to the Cannelton bridge in Hawesville Kentucky, the local USDA-Natural Resources Conservation Service (NRCS) office can assist in identifying prime or unique farmlands within the project boundaries.

If federal dollars are to be used to convert important farmlands from agricultural uses to non-agricultural uses, a Form AD-1006 (or Form NRCS-CPA-106 if the project is a corridor type project) must be submitted to the local NRCS office. These forms may be obtained from the local NRCS office and are also available as electronic forms on the web at http://www.nrcs.usda.gov/programs/fppa/pdf_files/AD1006.PDF and http://www.nrcs.usda.gov/programs/fppa/pdf_files/CPA106.pdf .

I am forwarding your request for information to the local office. The contact person is:

Ricky Burbridge, District Conservationist
USDA-Natural Resources Conservation Service
240 Monroe Street, PO Box 70
Hawesville, KY 42348-0070 phone: (270) 927-6622

Sincerely,

DAVID G. SAWYER
State Conservationist

cc: Ricky Burbridge, District Conservationist, Hawesville, KY
William E. Giesecke, Area Conservationist, Madisonville, KY

APPALACHIAN REGIONAL COMMISSION

A Proud Past, A New Vision

ARC

January 9, 2004

Mr. Kevin McClearn, P.E.
TEBM for Planning
District 2
Kentucky Transportation Cabinet
1840 North Main Street
Madisonville, KY 42431

Dear Mr. McClearn:

We recently received your November 5, 2003 letter offering the Appalachian Regional Commission an opportunity to comment on the proposed project to improve the connection from US 60 to the Cannelton Bridge in Hawesville.

The proposed project will not have any adverse effect on the Appalachian Development Highway System.

Should you have any questions please do not hesitate to contact me at (202) 884 7706.

Sincerely:

Edward A. Terry, Jr., P.E.
Senior Transportation Advisor

Cc: Mr. Jose M. Sepulveda - FHWA

1666 CONNECTICUT AVENUE, NW, SUITE 700 WASHINGTON, DC 20009-1068 (202) 884-7799 FAX (202) 884-7691 www.arc.gov

BILLY RAY SMITH
COMMISSIONER

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF AGRICULTURE
500 MERO STREET, 7TH FLOOR
FRANKFORT, KY 40601

OFFICE TELEPHONE
(502) 564-4696
FAX: (502) 564-2133
TTY: (502) 564-2075

November 24, 2003

Mr. Kevin McClearn
P.E., TEBM for Planning
Kentucky Transportation Cabinet
District 2
1840 North Main Street
Madisonville, KY 42431

SUBJECT: Planning Study
Hancock County
KY 69
Improve connection to Cannelton bridge

Mr. McClearn:

In response to the planning study in Hancock County, the Department of Agriculture is interested in the impact that the proposed highway project will have on agriculture in the Hawesville area. The agricultural industry is important to all of Kentucky, especially the rural areas such as Hancock County.

Changes in agriculture not only affect farmers directly, but they also trickle throughout the entire economy making impacts on many other businesses. This fact makes it sensible to give land that is considered prime and statewide unique special consideration. Alternatives that disrupt the least amount of farmland should be seriously considered since agriculture is vital to the overall well-being of Hawesville and its citizens.

Feel free to contact me for any additional information.

Sincerely,

Ira Linville
Executive Director
Office of Environmental Services

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF FISH AND WILDLIFE RESOURCES
C. THOMAS BENNETT, COMMISSIONER

November 18, 2003

Kevin McClearn
TEBM for Planning
KY Transportation Cabinet
1840 N. Main St.
Madisonville, KY 42431

Re: Threatened/Endangered Species and Critical Habitat Review KY-69/Cannelton Bridge Approach, Hancock County, Kentucky

Dear Mr. McClearn:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for the above referenced information. The Kentucky Fish and Wildlife Information System (KFWIS) indicates that state and federal threatened or endangered (T&E) species are known to occur in the Tell City and Cannelton 7.5 minute USGS quadrangle (see attached list). The KFWIS does not expect impacts to listed species due to the nature of the project. If, however, the project includes any work in or immediately adjacent to the Ohio River, impacts to listed species may occur. Please be aware that our database system is a dynamic one that only reflects our current knowledge of species distributions.

As part of the project may be in the Ohio River floodplain, the KDFWR recommends that you contact the appropriate US Corps of Engineers office and the Kentucky Natural Resources and Environmental Protection Cabinet, Division of Water (502) 564-3410 prior to any excavation within the floodplain or waterways of Kentucky.

Additionally, KDFWR recommends the following for the portions of the project that cross intermittent or perennial streams:

1. Development/excavation during a low flow period to minimize disturbance;
2. Proper placement of erosion control structures below highly disturbed areas to minimize entry of silt to the stream;
3. Replanting of disturbed areas after construction, including stream banks and right-of-ways, with native vegetation for soil stabilization and enhancement of fish and wildlife populations;
4. Return all disturbed instream habitat to its original condition upon completion of construction in the area;
5. Preservation of any tree canopy overhanging the stream;
   Return all right-of-ways to original elevation.

I hope this information will prove useful to you. If you have any questions or require additional comment, please call me at (502) 564-7109, ext. 366

Sincerely,

Brad Pendley
Wildlife Biologist

cc: Environmental Section File

COMMONNAME	SCIENTIFIC	COUNTYNAME	QUADNAME	FEDERAL	STATE
RABBITSFOOT	Quadrula cylindrica cylindrica	HANCOCK	CANNELTON	N	T
SHEEPNOSE	Plethoblasus cyphyus	HANCOCK	CANNELTON	N	S
ORANGEFOOT PIMPLEBACK	Plethoblasus cooperianus	HANCOCK	CANNELTON	LE	E
ORANGEFOOT PIMPLEBACK	Plethoblasus cooperianus	HANCOCK	TELL CITY	LE	E

HENRY C. LIST
SECRETARY

ERNIE FLETCHER
GOVERNOR

NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR NATURAL RESOURCES
DIVISION OF FORESTRY
LEAH W. MACSWORDS, DIRECTOR
627 COMANCHE TRAIL
FRANKFORT, KENTUCKY 40601

December 10, 2003

Kevin McClean, P.E.
TEBM for Planning, District 2
Kentucky Transportation Cabinet
1840 North Main Street
Madisonville, Kentucky 42431

Dear Mr. McClean:

Re: Planning Study, Hancock County, KY Highway 69

We appreciate your request for input from our agency concerning forestland impacted by improvements to KY Highway 69 in Hancock County.

We have based our response on a long history of forest fire protection and forest management assistance by the Division of Forestry in Hancock County. We also conducted a limited field reconnaissance in the area on December 5, 2003.

There is one tree listed on the Kentucky Big Tree List in the study area. The state champion Redbud is located at latitude - N37.89957, longitude - W86.75751, in a yard on KY 1389 at the southwest edge of Hawesville.

We know of no other significant forest resource impacts from this project. Thank you for the opportunity to comment on the project.

Sincerely,

Leah W. MacSwords
Director

LWM:SG:fap

c Steve Gray

Hall, Nick (KYTC-D02)

From: Palmer-Ball, Brainard (NREPC, KSNPC)
Sent: Wednesday, November 26, 2003 7:43 AM
To: Hall, Nick (KYTC-D02)
Subject: KSNPC response to planning study announcement

TO: Nick Hall/Kevin McClearn, KTC/Division of Planning

FROM: Brainard Palmer-Ball, Jr., KSNPC

DATE: November 26, 2003

RE: Planning Study for KY 69 at Hawesville, Hancock Co.

KSNPC has reviewed the Planning Study summary. A review of our natural heritage database revealed the presence of no KSNPC-listed species or unique natural areas that we believe would be directly impacted by implementation of the project

DIV OF PLANNING

2003 NOV 25 P 2:28

PAUL E. PATTON
GOVERNOR

CABINET FOR WORKFORCE DEVELOPMENT
OFFICE OF THE SECRETARY
CAPITAL PLAZA TOWER, 2nd FLOOR
500 MERO STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-6606 FAX (502) 564-7967

W. H. LILE
SECRETARY

CONNECTING KENTUCKY TO EMPLOYMENT, WORKFORCE INFORMATION, EDUCATION AND TRAINING.

July 21, 2003

Ms. Annette Coffey, P.E.
Transportation Cabinet
Division of Planning
125 Holmes Street
Frankfort, KY 40622

Dear Ms. Coffey:

Re: Planning Study
Hancock County
KY 69

Thank you for the opportunity to respond to the Planning Study for KY 69, from Cannelton Bridge to Hawesville, Kentucky. As Secretary of the Cabinet for Workforce Development, I believe that a good motor transportation route is of key importance to the goals of this agency. This agency is instrumental in working with the Economic Development Cabinet, the Education Cabinet, the Technical College System and other private and public entities in providing a well-trained workforce, thereby attracting industry and sustaining the state's economy. Such a workforce is now in existence throughout Kentucky and it grows stronger each year. However, the absence of adequate roadways, railways, waterways and air transportation systems is definitely detrimental to industrial growth and the economic development of the Commonwealth.

After reviewing the site plan for the construction of a new highway in the area described, I find that the Cabinet for Workforce Development has no objection to the project and I find no negative impact occurring upon the services provided by this agency. In fact, a new section of improved roadway is very much needed in the area. The existing connection is dangerous for travel. An improved roadway would most likely facilitate industrial development, residential development, and promote the growth of educational facilities throughout the region. I fully support the concept of a new roadway and wish you well in completing the project.

EDUCATION PAYS

At this time, other than financial concerns due to the economic downturn and geographical considerations, I see no reason why the project should not be a major success for the citizens of this state. I remain available should you have additional questions. Thank you again for allowing me the opportunity for input.

Sincerely,

W. H. Lile, Secretary
Cabinet for Workforce Development

WL/

The Secretary for Health Services
COMMONWEALTH OF KENTUCKY
275 EAST MAIN STREET
FRANKFORT, KENTUCKY 40621-0001
(502) 564-7042

ERNIE FLETCHER
GOVERNOR

JAMES W. HOLSINGER, JR., M.D., PH.D.
SECRETARY

December 15, 2003

Nick Hall
District 2 Planning
Transportation Cabinet
1840 North Main Street
Madisonville, Kentucky 42431

Dear Mr. Hall:

This is in response to your request to review a planning study to determine the need and potential impacts for a proposed highway project in Hawesville, Kentucky. Please be advised, this project will not impact the operations of the Cabinet for Health Services.

If I may be of further assistance to you, please feel free to contact this office.

Sincerely,

Ellen M. Hesen

Ellen M. Hesen
Deputy Secretary

C-17 Scotch
Blevins

D-2

MEMORANDUM

P-13-2003

TO: Kevin McClearn
TEBM for Pre-Construction
District 2, Madisonville

FROM: William Broyles P. E.
Geotechnical Engineering
Branch Manager
Division of Materials

BY: Michael Blevins P. G.
Geotechnical Branch

DATE: December 5, 2003

SUBJECT: Hancock County
FD39 046 0069 013-014 D
KY.69, Connector From US60 to Cannelton Bridge
Mars # 7190201D
Planning Study

PROJECT OVERVIEW

The Geotechnical Branch has completed a review of the study area. The project is located on the Cloverport - Cannelton and Tell City Quadrangles. The bedrock in the project area is mainly Sandstone, Siltstone, Coal and a few beds of limestone from the Tradewater and Caseyville Formation. The subsurface dip is generally to the Northwest. Therefore, wet hillsides and springs may be encountered on the East side of streams or valleys.

Coal from the Hawesville Coal Bed was underground mined in and around the project area from the 1860's through the 1920's and mine maps are probably not available. The seam is report to be as much as 5 feet thick and extensively mined. The coal seam and mine adits are shown on the attached Geologic Quadrangle Map, many are shown to have already collapsed. Springs and wet slopes may be encountered on the down dip side of the outcropping coal seam.

COMMENTS AND CONCERNS

1) Because much of the Hawesville Coal Bed has been mined, there is a concern for mine collapses. Overburden material over the coal seam is estimated to be around 50 feet and any cuts in the area should be kept to a minimum to prevent further loss of cover between the proposed roadway grade and mine voids. Any mine voids encountered will probably require back stowing if the mine has not collapsed. An alignment should be chosen to avoid any mine adits if possible.

2) Talus and deep overburden with slope failures may be encountered in valleys along with mine spoils from coal mining in the area.

3) Sandstones from roadway excavation may be friable and not suitable for rock sub-grade, which may require soil sub-grade stabilization.

4) Side hill cut and fill situations should be avoided.

5) A fault is shown to exist and is shown on the attached Geologic Quadrangle Map. The Branch recommends that if any alignment crosses the fault, it should be done perpendicular to fault and not parallel.

If there are any questions, please advise.

500 0 500 1000 Feet

N

Fault

Hawesville

Study Area

Qal

cg

hw

Water

HAWESVILLE

Hawesville Coal Bed

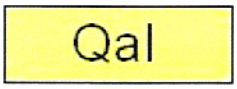
Adits

FERRY

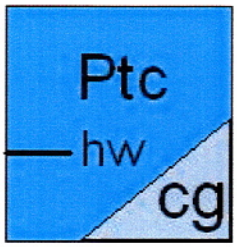
Tell City Quadrangle

Cannelton Quadrangle

Geologic Explanation



Alluvium



Ptc - Tradewater and Caseyville Formations

hw - Hawesville Coal Bed

cg - Conglomeritic Sandstone

Contact

Coal Bed

Fault

Note: Dashed where approximately located; short dashed where inferred; dotted where concealed.

Adit Caved Adit

Structure Contours

Note: Drawn on the base of Buffalo Wallow formation.
Long dashed where control less accurate.
Short dasherd where datum is above land surface.

UNIVERSITY OF KENTUCKY

Kentucky Geological Survey
Research and Graduate Studies
228 Mining and Mineral Resources Building
Lexington, KY 40506-0107
Phone: (859) 257-5500
Fax: (859) 257-1147
www.uky.edu/kgs

November 13, 2003

Kevin McClearn, P.E.
TEBM for Planning
Kentucky Transportation Cabinet
District 2
1840 North Main Street
Madisonville, KY 42431

Dear Mr. McClearn:

This letter is to summarize geologic concerns for the planning study:
Hancock County
Ky. 69, improve connection to Cannelton bridge.

Physiographic Region
The planning study area is in the Western Kentucky Coal Field, which borders along the Ohio River. It is underlain by sandstone, siltstone, shale, coal, underclay, conglomerates, gravel, sand, silt, and clay.

Karst Potential
The planning study should not encounter any karst features, such as sinkholes and caves.

Landslide Potential
The planning study might encounter pre- or post-landslide hazards in steep slopes of the consolidated units and in the bluffs of the unconsolidated material along the Ohio River. The sediments that form the bluffs are deeply weathered and can become unstable during periods of heavy rainfall. They bluffs can also become unstable by undercutting, overloading, or with improper drainage.

Unconsolidated Sediments
The planning study would encounter unconsolidated sediments such as gravel, sand, silt, and clay in stream drainage. These unconsolidated sediments can be up to 100 feet thick along the Ohio River and may exhibit considerable settlement or consolidation when over loaded with fill.

Resource Conflicts
The planning study might encounter resource conflicts such as prior ownership of property for coal and gravel mining.

KGS

Underground Mining
This planning study might encounter areas where coal has been mined below the surface.

Oil Wells
This planning study might encounter a few oil wells.

Materials Suitability
The planning study might encounter material for use as construction stone in the alluvium along the Ohio River or to the east in the terrace deposits.

Fault Potential
The planning study would not encounter any known faulted areas.

Earthquake Ground Motions
The planning study area has probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09g. There would be a low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion. The unconsolidated sediments along the Ohio River could have a high potential for liquefaction or slope failure caused by earthquake bedrock ground motion.

Sincerely,

Richard A. Smath
Geologist

cc
Richard Wilson

HENRY C. LIST
SECRETARY

PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
DIVISION FOR AIR QUALITY
803 SCHENKEL LN
FRANKFORT KY 40601-1403

December 3, 2003

Mr. Kevin McClearn, P.E.
TEBM for Planning
Kentucky Transportation Cabinet, District 2
1840 North Main Street
Madisonville, Kentucky 42431

Dear Mr. McClearn:

The Division has reviewed the Planning Study for the proposed improved connection from US 60 to the Cannelton Bridge in Hancock County. The following Kentucky Administrative Regulations apply to this proposed project:

Kentucky Division for Air Quality Regulation **401 KAR 63:010** Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the attached Fugitive Emissions Fact Sheet.

Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the attached Open Burning Fact Sheet incorporated by reference in 401 KAR 63:005 Section 3, Prohibition of Open Burning.

Finally, the projects listed in this document must meet the conformity requirements of the Clean Air Act as amended and the transportation planning provisions of Title 23 and Title 49 of United States Code.

Every effort should be made to maintain compliance with the preceding regulations and requirements. The Division also suggests an investigation into compliance with applicable regulations in the local governments. If there are any questions relating to this matter, please contact me at (502) 573-3382 extension 347.

Sincerely,

John E. Gowins
Supervisor, Evaluation Section
Program Planning & Administration Branch

JEG/jmf

Attachments

Kentucky Intergovernmental Review Process
Division for Air Quality – Fugitive Emissions Comments

The project to which this comment is attached involves construction, renovation, demolition, or some other activity, which might result in the generation of fugitive emissions. The Kentucky Division for Air Quality conditionally approves the proposed project, contingent upon conformance with regulatory requirements for fugitive emissions. The information listed below provides guidelines on Kentucky's fugitive emissions regulations:

Fugitive Emissions means the emissions of any air contaminant into the open air other than from a stack or air pollution control equipment exhaust.

Affected Facility means an apparatus, operation, road which emits or may emit fugitive emissions provided that the fugitive emissions from such facility are not elsewhere subject to an opacity standard within the administrative regulations of the Division for Air Quality.

Open Air means the air outside buildings, structures, and equipment.

Kentucky Division for Air Quality Regulation 401 KAR 63:010 states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored; a building or its appurtenances to be constructed, altered, repaired, or demolished, or a road to be used without taking reasonable precaution to prevent particulate matter from becoming airborne. Such reasonable precautions shall include, when applicable, but not be limited to the following:

- Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operation, the grading of roads or the clearing of land.
- Application and maintenance of asphalt, oil, water, or suitable chemicals on roads materials stockpiles, and other surfaces which can create airborne dusts.
- Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials, or the use of water sprays or other measures to suppress the dust emission during handling. Adequate containment methods shall be employed during sandblasting or other similar operations.
- Covering at all times, when in motion, open bodied trucks transporting materials likely to become airborne.
- The maintenance of paved roadways in a clean condition.
- The prompt removal of earth or other material from a paved street, which earth or other material has been transported thereto by trucking or earth moving equipment or erosion by water.

- No person shall cause or permit the discharge of visible fugitive dust emissions beyond the lot line of the property on which the emissions originate.
- When dust, fumes, gases, mist, odorous matter, vapors, or any combination thereof escape from a building or equipment in such a manner and amount as to cause a nuisance or to violate any administrative regulation, the secretary may order that the building or equipment in which processing, handling, and storage are done be tightly closed and ventilated in suck a way that all air and gases and air or gas-borne material leaving the building or equipment are treated by removal or destruction of air contaminants before discharge to the open air.
- The provisions of this administrative regulation shall not apply to agricultural practices, such as tilling of the land or application of fertilizers, which take place on a farm.
- At all times when in motion, open bodied trucks, operating outside company property, transporting materials likely to become airborne shall be covered.
- Agricultural practices, such as tillage of land or application of fertilizers, which take place on a farm shall be conducted in such a manner as to not create a nuisance to others residing in the area. Agricultural practices are not subject to the opacity standard.
- The provisions of Section 3(1) and (2) of this administrative regulation shall not be applicable to temporary blasting or construction operations.
- No one shall allow earth or other materials being transported by truck or earth moving equipment to be deposited onto a paved street or roadway.

The requirements for Fugitive Emissions may found in the following regulation:

401 KAR 63:010 Fugitive Emissions

Questions may be directed to the Division for Air Quality, Field Operations Branch, at 502-573-3382.

Kentucky Intergovernmental Review Process
Division for Air Quality – Open Burning Comments

The project to which this comment is attached involves construction, renovation, demolition, or some other activity which might result in the accumulation of materials and/or debris which is subject to disposal. The Kentucky Division for Air Quality conditionally approves the proposed project, contingent upon conformance with open burning prohibitions. Open burning is generally prohibited and the information listed below provides guidelines on Kentucky's open burning regulations:

Open burning means the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney.

Kentucky Division for Air Quality Regulation 401 KAR 63:005 states that no person shall open burn. Fires may be set for the following purposes, provided that they do not violate any of the provisions of KRS Chapter 149, 150, 227, or any other law of the Commonwealth of Kentucky, including local ordinances:

- Noncommercial food preparation for human consumption.
- Recreational or ceremonial purposes.
- Comfort heating, providing excessive or unusual smoke is not created.
- Weed abatement, disease, and pest prevention.
- Prevention of a fire hazard, including the disposal of dangerous materials where no safe alternative is available.
- Bona fide instruction and training of public and industrial employees in the methods of fighting fires.
- Recognized agricultural, silvicultural, range, and wildlife management practices.
- Burning of leaves by individual homeowners except in cities with populations greater than 8,000.
- Disposal of household paper products, originating at dwellings of five (5) family units or less, which fires are maintained by an occupant of the dwelling at the dwelling, except in cities with populations greater than 8,000.
- Disposing of accidental spills leaks of crude oil, petroleum products or other organic materials, and the disposal of absorbent material used in their removal, where no other economically feasible means of disposal is available and practical and provided permission is obtained from the Cabinet prior to burning.
- Disposal of natural growth for land clearing, and trees and tree limbs felled by storms, provided that no extraneous material such as tires or heavy oil which tend to produce dense smoke are used to cause ignition or aid combustion and the burning is done on sunny days with mild winds. With respect to particulate matter, the emissions from such fires shall not be equal to or greater than 40% opacity.

The Division of Forestry advises that precautions be taken when open burning materials which can be burned. Burn only between 4:30pm and midnight, if you are within 150 feet of the woods during spring and fall fire hazard season (March 1 – May 15 & October 1 – December 15). During other months of the year, the Division for Air Quality however, advises to burn legal materials on sunny days with mild winds, in order to have conditions for good dispersion of the pollutants.

The environmental concerns relating to air quality include the toxic emissions from the combustion of asphaltic shingles, painted or treated wood, insulation on wiring, and synthetic materials such as carpeting, carpet pads, and upholstery: lead from lead based painted materials; and asbestos emissions from pipe lagging, transite siding shingles, or asbestos contained in asphaltic roofing shingles. Applicable air quality regulations include:

401 KAR 63:005	Open burning;
401 KAR 63:020	Potentially hazardous matter or toxic substances;
401 KAR 63:022	New or modified sources emitting toxic air pollutants;
401 KAR 57:011	Asbestos standards (NESHAP); and
401 KAR 63:042	Requirements for asbestos abatement entities.

Questions may be directed to the Division for Air Quality, Field Operations Branch, at 502-573-3382.

Hall, Nick (KYTC-D02)

From: Ballard, Kim (NREPC, DEP)
Sent: Thursday, December 18, 2003 10:01 AM
To: McClearn, Kevin (KYTC-D02); Hall, Nick (KYTC-D02)
Cc: Hatton, Tony (NREPC, DEP)
Subject: DOT Planning Study-Hancock County

On behalf of Anthony R. Hatton, Acting Director

Division of Waste Management's comments on:
Planning Study
Hancock County

Resource Conservation & Local Assistance Branch (contact Tom Heil):
Request the sues of Pulverized Glass Aggregate (PGA) in roadbed construction, where feasible.

Superfund Branch (contact Fazi Sherkat):

Superfund Sites By County For ...

Underground Storage Tank Branch (contact Lori Terry):

HANCOCK.xls

Solid Waste Branch (contact Tony Cooley):
The only thing I have in the area shown on the map is a proposed landfill that was never built according to local contacts. There is no file, its permit number is 046-00003. The property was leased by Roy Roberts to Hancock County (don't know dates) but apparently was not used. The location is near the southeast edge of the property boundary, I didn't verify its exact location since it was not built. Its name in the county map book was just "Proposed landfill".

Enforcement Branch (contact Barbara Cornett):
We have had the following facilities in Enforcement in Hancock Co. These list an address on US 60.

Facility	Program	Status in ENF
Chappell Keystop	UST	Closed
Supertest	UST	Closed

Field Operations Branch (contact Daniel Eizenga):
On 20 November 2003, I inspected the Hawesville area to look for potential DWM issues related to the proposed Cannelton Bridge project by the Ky Transportation Cabinet. The Division of Highways proposes to build a new approach from US Hwy 60 to the bridge in order to reduce the existing flow of traffic down Main Street in Hawesville. There was no proposed route for the new road as of 20 November 2003. In a telephone conversation on that date, Mr. Kevin McCleam of KYTC District 2 stated that a public meeting was planned for 18 December 2003 and that three proposed routes would be offered at that time.

The area between the bridge and Hwy 60 consists mostly of wooded hillside. The most direct route would be down Clay Street, past Hawesville Elementary School, and up the side of the hill. There are a few natural drainages in the area, but no blue line streams would be affected. The only DWM permitted facility that may be affected is "Bill's On The Hill IGA", which has underground storage tanks (UST ID 1987-046). Another UST facility "Fast Fuel" is located on the other side of Hwy 60, less than 0.25 miles west of Bill's On The Hill.

Unless the proposed route would require the removal of the USTs at either of these two sites, I did not see any DWM issues with the project.

COUNTY	COUNTY_NAM	SITE_SEQ_ID	SITE_NAME	NVL(C.STREET_ADDRESS,C.PO_A	CITY	ST	POSTAL_CO
46	HANCOCK	8009046	THE PANTRY #683	RT 2 & RT 1	LEWISPORT	KY	42351
46	HANCOCK	3057046	LEWISPORT TELEPHONE COMPANY	PELL ST	LEWISPORT	KY	42351
46	HANCOCK	1987046	BILLS IGA	290 HAWES BLVD	HAWESVILLE	KY	42348
46	HANCOCK	2498046	WEBER STORE	9637 HWY 69 S	HAWESVILLE	KY	42348
46	HANCOCK	9613046	LEWISPORT CAR WASH	US HWY 60 E	LEWISPORT	KY	42351
46	HANCOCK	6733046	FORDSVILLE B33KO90	KY HWY 1700	FORDSVILLE	KY	42343
46	HANCOCK	5836046	HANCOCK RIVERPORT INC (RMPAC)	1660 STATE RT 271 N HWY 338	HAWESVILLE	KY	42348
46	HANCOCK	3122046	HANCOCK CO FARM SUPPLY	740 MADISON ST	HAWESVILLE	KY	42348
46	HANCOCK	3318046	SOUTHWIRE KENTUCKY ROD & CABLE	HWY 271	HAWESVILLE	KY	42348
46	HANCOCK	5972046	COMMONWEALTH ALUMINUM CORP	1372 STATE RD 1957	LEWISPORT	KY	42351
46	HANCOCK	160046	HANCOCK COUNTY AVIATION INC	HANCOCK AIRPORT	HAWESVILLE	KY	42348
46	HANCOCK	1001046	PARCEL 24 (20' RT. STA 20+85)	US 60	HAWESVILLE	KY	42348
46	HANCOCK	307046	UNKNOWN	HWY 334	LEWISPORT	KY	42351
46	HANCOCK	3800046	FORMER SUPER TEST SERV STATIO	W MAIN ST	LEWISPORT	KY	42351
46	HANCOCK	4163046	PIT STOP	2833 MIDDLE KNOTTSVILLE RD	HAWESVILLE	KY	42348
46	HANCOCK	4248046	HAMILTON HOME	HWY 60 W	LEWISPORT	KY	42351
46	HANCOCK	1004046	LITTLE SPORTS SERVICE STATION	8780 US 60 W	LEWISPORT	KY	42351
46	HANCOCK	751046	HANCOCK COUNTY/MAINT GARAGE	KY 1389	HAWESVILLE	KY	42348
46	HANCOCK	7833046	SERVICE STATION 212 D BP 455	ST HWY 144	HAWESVILLE	KY	42348
46	HANCOCK	1007046	ADAMS GARAGE	130 JEFFERSON & RIVER	HAWESVILLE	KY	42348
46	HANCOCK	1194046	WILLAMETTE INDUSTRIES INC	HWY 1406	HAWESVILLE	KY	42348
46	HANCOCK	1006046	WEST 60 BARBER SHOP	455 HWY 3101	HAWESVILLE	KY	42348
46	HANCOCK	5017046	VARIATION DEVELOPMENT INC	RT 1 DBA MIDWAY MARKET	LEWISPORT	KY	42351
46	HANCOCK	146046	NATIONAL SOUTHWIRE ALUMINUM CO	1627 STATE RT 271 N	HAWESVILLE	KY	42348
46	HANCOCK	3205046	ROSEVILLE GENERAL STORE	13584 HWY 69	REYNOLDS STATION	KY	42368
46	HANCOCK	2695046	HAWESVILLE ELEMENTARY SCHOOL	HWY 60 & 271	LEWISPORT	KY	42351
46	HANCOCK	1002046	L R CHAPMAN PROPERTY	1800 OAK RD	LEWISPORT	KY	42351
46	HANCOCK	4475046	AMERICAN OLEAN TILE CO	MELANIE LN	LEWISPORT	KY	42351
46	HANCOCK	1003046	BROWNS BODY SHOP	HAWES BLVD	HAWESVILLE	KY	42348
46	HANCOCK	439046	IMMACULATE CONCEPTION	UNKNOWN	HAWESVILLE	KY	42348
46	HANCOCK	565046	HANCOCK COUNTY SCHOOL BUS GARAGE	80 STATE RTE 271 S	LEWISPORT	KY	42351
46	HANCOCK	6853046	CHAPPELL KEYSTOP	8160 US HWY 60 E	LEWISPORT	KY	42351
46	HANCOCK	1008046	ELIS MARKET	PELL & MORTON STS	LEWISPORT	KY	42351
46	HANCOCK	1005046	AXTON AUTO REPAIR	335 HAWES BLVD	HAWESVILLE	KY	42348
46	HANCOCK	5194046	THE COUNTRY STORE	HWY 2181	HAWESVILLE	KY	42348
46	HANCOCK	3464046	PARCEL 25 (KINKAID) M & C AUTO	US 60	HAWESVILLE	KY	42348
46	HANCOCK	3642046	COUNTRY CUPBOARD #10	285 US HWY 60 E	HAWESVILLE	KY	42348
46	HANCOCK	10000271	LARRYS BEST WAY MARKET	515 MAIN ST	HAWESVILLE	KY	42438
46	HANCOCK	20021341	JUMPIN JACKS #406	8510 HWY 60	LEWISPORT	KY	42351
46	HANCOCK	20150114	GEORGE HARRIS GROCERY	HWY 3199	HAWESVILLE	KY	42348

40 rows ected.

SQL> SPOFF

HENRY C. LIST
SECRETARY

ERNIE FLETCHER
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR SURFACE MINING RECLAMATION & ENFORCEMENT
FRANKFORT, KENTUCKY 40601
ALLEN LUTTRELL
COMMISSIONER

December 15, 2003

Kevin McClearn, P.E.
TEBM for Planning
Kentucky Transportation Cabinet
1840 North Main Street
Madisonville, KY 42431

RE: Planning Study
Hancock County
KY 69 – Improve connection to Cannelton Bridge

Dear Mr. McClearn:

Thank you for the opportunity to review and comment on the above referenced proposed highway construction project.

Personnel from our department's field offices have not identified any specific issues or concerns regarding the proposed project at this time. However, given the dynamic nature of the stone industry and the development of the proposed highway, we will welcome the opportunity to further comment on the project in the future.

If my staff or I may be of any further assistance in this or any other matter, please do not hesitate to contact me at (502) 564-6940.

Sincerely,

Allen Luttrell
Commissioner

AL:jm:aw

Appendix H

Environmental Justice and Community Impacts

Green River Area Development District

February 10, 2004

Mr. Kevin McClearn, P.E.
TEBM for Planning,
Kentucky Transportation Cabinet
1840 N. Main St., PO Box 600
Madisonville, KY 42431

Dear Mr. McClearn:

The Green River Area Development District is pleased to provide the attached requested environmental justice and community impact information for the planning study that is currently being conducted for the improvement to the KY 69 bridge approach in Hancock County. GRADD staff utilized various sources of census data, conducted a field review, and met with community leaders to assist with the gathering of the data.

A CD Rom of the compiled information is also attached for your convenience. If you have any questions or need further information, please feel free to contact me at (270) 926-4433.

Sincerely,

Gina Boaz

Gina Boaz
Regional Transportation Planner

GB/ed

Attachments

3860 U.S.Highway 60 West • Owensboro, Kentucky 42301-0200
(270) 926-4433 • Fax (270) 684-0714 • www.gradd.com • TDD Users: 1-800-648-6056
Serving the Municipal and County Governments of Daviess • Hancock • Henderson • McLean • Ohio• Union • Webster

Environmental Justice and Community Impact Issues
KY 69 New Approach to Hawesville Bob Cummings Bridge

Identification of Community leaders or other contacts who may be able to represent population groups:

- See Attachment 1.

Comparison of the Census tracts and block groups encompassing the project area to other nearby Census tracts and block groups, county, state, and United States percentages:

- Notable conclusions of Tracts and Blocks located near the KY 69 Bridge in Hancock County:
    - Tract 9901 – Low-income population lower than majority of surrounding area, with exception of Tract 9902, Block 1. Elderly percentages are within two points of most other regions. The proportion of disabled is significantly lower than the entire surrounding zones, except for Tract 9902, Block 3, whose number is similar to this tract. This zone is home to an equitable to slightly larger segment of the minority population as compared to others tracts and the county as whole, but smaller percentages than state and national numbers.
        - Block 1 – Low-income, elderly, and minority percentages are comparable to the Tract 9901 as a whole. The number of disabled persons, while 4% higher than the tract average, remains lower than percentages in all other zones but one.
        - Block 2 - Low-income, elderly, and minority percentages are comparable to the Tract 9901 as a whole. The number of disabled persons is 4% lesser than the tract average, making it lower than all other areas selected for this study.
- See Attachments 2, 3, and 4.

Locations of specific identified populations:

- Staff completed a study of the project area in order to identify any segment of the population that may be affected by the proposed project.
- Few changes have occurred in the affected area since the last census.
- The study area is adjacent to a historical district.

Concentrations or communities that share a common religious, cultural, ethnic, or other background:

- No concentrations were identified in the study area.

Communities or neighborhoods that exhibit a high degree of community cohesion:

- No communities were identified in the study area.

Concentrations of common employment, religious centers, and/or educational institutions:

- The one school whose location conflicts with the project area has already been partially closed and is slated for relocation.
- The project area runs through downtown Hawesville, a hub of employment.

Potential effects, both positive and negative, of the project on the affected groups:

1. **Access to services, employment, or transportation.**
   - Moving traffic away from the downtown area, particularly the truck traffic, is an immeasurable safety benefit to the community, providing a more walkable and bikeable community.
   - Noise and air pollution would be moved away from the downtown area.
   - There is no substantial negative impact anticipated regarding access to services, employment, or transportation in this zone.
2. **Displacement of persons, businesses, farms, or non-profit organizations.**
   - Loss of farmland.
   - Possible displacement of cemetery, apartment buildings, businesses, and playgrounds.
   - No more than three homes would be displaced.
3. **Disruption of community cohesion or vitality.**
   - There is no substantial negative impact anticipated regarding community cohesion. The impact would be positive, if any.
4. **Effects to human health and/or safety.**
   - The realignment will enhance safety in the area.

Possible methods to minimize or avoid impacts on the target populations:

- Advance information of construction plans to residents, businesses, and concerned citizens of the area.

ATTACHMENT 1

Identification of Community Leaders and Interested Parties

ATTACHMENT 1

Community Leaders

Hancock County, PO Box 580, Hawesville 42348-0580

TITLE	NAME	ADDRESS	PHONE #	FAX #
County Judge/Executive	Jack B. McCaslin	PO Box 580, Hawesville 42348-0580	927-8137	927-8138
County Magistrates	William H. Covetts	PO Box 129, Lewisport 42351-0129	295-3339	
	Franklin Wayne Estes	367 Adair Road, Lewisport 42351	295-3573	
	Michael C. Powers	255 Buck Lane, Hawesville 42348	927-6030	
	L.T. Newton	905 Ed Brown Road, Hawesville 42348	927-6450	
County Attorney	Harold W. Newton	PO Box 355, Hawesville 42348-0355	927-8779	927-8363
County Clerk	Trina Ogle	PO Box 146, Hawesville 42348-0146	927-6117	927-8639
Sheriff	Ralph Dale Bozarth	PO Box 427, Hawesville 42348-0427	927-6247	927-8094
Jailer	Michael Axton, Jr.	PO Box 94, Hawesville 42348-0094	927-8770	927-8770
Coroner	David C. Gibson	PO Box 274, Hawesville 42348-0274	927-8378	
Treasurer	Harvey A. Hawkins	PO Box 277, Hawesville 42348-0277	927-8101	927-8138
Finance Officer				
PVA	Denny Long	PO Box 523, Hawesville 42348-0523	927-6846	927-9925
Ind. Found. Director	Jim Fallin	1605 US Hwy. 60 West, Hawesville 42348	927-6121	
Road Eng./Supervisor	Larry Sosh	PO Box 580, Hawesville 42348-0580	927-8777	927-8138
Supt. Of Schools				
Planning/Zoning Dir.	Don Cox		927-8169	
Emergency Mgmt.	Jim Inman	PO Box 635, Hawesville 42348-0635	927-1310	
Health Officer	Harrison Street	PO Box 275, Hawesville 42348-0275	927-8803	927-9467
Housing Inspector	N/A			
Public Works Director	N/A			
Solid Waste Director	Larry Sosh	PO Box 580, Hawesville 42348-0580	927-8777	927-8138
Parks Director				
Circuit Judges	Ronnie Dortch	PO Box 169, Hartford 42347-0169	298-7250	
Circuit Clerk	Noel Quinn	PO Box 250, Hawesville 42348-0250	927-8144	927-8627
Commonwealth Atty.				
State Senator	Senator Virgil Moore (5)	241 Virgil Moore Road, Leitchfield 42754	259-3430	
State Representatives	Rep. Dwight Butler (18)	PO Box 9, Harned 40144-0009	756-5931	
Chamber of Commerce	Edna Rice	PO Box 36, Hawesville 42348-0036	927-8223	
Sr. Citizens Ctr. Dir.	Tollanet Payne	PO Box 203, Hawesville 42348-0203	927-8313	927-0975
Newspaper	The Hancock Clarion	PO Box 39, Hawesville 42348-0039	927-6945	927-6947
Radio Stations	WKCM Radio	Hawesville 42348	927-8121	
Public Library	Hancock County Public Library	PO Box 249, Hawesville 42348-0249	927-6760	

ATTACHMENT 1

City of Hawesville, PO Box 157, 42348-0157

TITLE	NAME	ADDRESS	PHONE #	FAX #
Mayor	Charles King	PO Box 157, Hawesville 42348-0157	927-8997	927-8184
City Council Members	Russell Wheet	965 Hawes Blvd., Hawesville 42348	927-8985	
	Sage Tongate (Ms.)	715 Hawes Blvd., Hawesville 42348		
	Tim Elder	220 John Richard Lane, Hawesville 42348	927-6789	
	Greg Batie			
	Danny Doyle	210 Ridgewood, Hawesville 42348	927-6564	
	Robert McCormick	515 Park Road, Hawesville 42348	927-8022	
City Clerk/Treasurer	Denise Greathouse	PO Box 157, Hawesville 42348-0157	927-8707	927-8184
City Administrator	Edna Rice	PO Box 157, Hawesville 42348-0157	927-8707	927-8184
City Attorney	Charles Mattingly, III	223 S. Main St., Hardinsburg 40143	756-5242	756-6242
Police Chief	Ray Patton	PO Box 157, Hawesville 42348-0157	927-8707	927-8184
Fire Chief	Richard Montague	PO Box 157, Hawesville 42348-0157	927-8498	927-8184
Chamber of Commerce		1605 U.S. Hwy. 60 W., Hawesville 42348	927-8223	
Supt. Of Schools	Mike Gray	83 St. Rt. 271 N., Hawesville 42348	927-6914	
Street Dept. Supervisor	Boyd Willis	PO Box 157, Hawesville 42348-0157	927-8707	927-8184
Newspapers	The Hancock Clarion	PO Box 39, Hawesville 42348-0039	927-6945	

City of Lewisport, 405 Second Street, PO Box 22, 42351-0022

TITLE	NAME	ADDRESS	PHONE #	FAX #
Mayor	Frank Greathouse	PO Box 22, Lewisport 42351-0022	295-3324	295-3354
City Council Members	Josephine Hagan	PO Box 22, Lewisport 42351-0022	295-3324	
	Yvonne Taylor	PO Box 22, Lewisport 42351-0022	295-3324	
	Patricia Meyers	PO Box 22, Lewisport 42351-0022	295-3324	
	Chad Gregory	PO Box 22, Lewisport 42351-0022	295-3324	
	Shirley Hays	PO Box 22, Lewisport 42351-0022	295-3324	
	Jim Jones	PO Box 22, Lewisport 42351-0022	295-3324	
City Clerk/Treasurer	Beth Mullins	PO Box 22, Lewisport 42351-0022	295-6665	295-3354
City Administrator	Tim Thompson	PO Box 22, Lewisport 42351-0022	295-3324	295-3354
City Attorney	Charles Kamuf	221 W. Second Street, Owensboro 42303	685-3901	926-2005
Police Chief	John Garner	PO Box 22, Lewisport 42351-0022	295-6188	295-6189
Fire Chief	Wayne Hodskins	590 Old Mill Road, PO Box 22, Lewisport 42351-0022	295-3324	295-3354
Chamber of Commerce	Steve Embry	PO Box 404, Hawesville 42348-0404	927-8223	
Supt. Of Schools	Mike Gray	83 State Route 271 N., Hawesville 42348	927-6914	
Building Inspector	Donnie Cox			
Street Dept. Supervisor	Wayne Hodskins	PO Box 22, Lewisport 42351-0022	295-3324	295-3354
City Engineer		PO Box 22, Lewisport 42351-0022	295-3324	295-3354
Solid Waste Supervisor	Wayne Hodskins	PO Box 22, Lewisport 42351-0022	295-3324	295-3354
Newspapers	The Hancock Clarion	PO Box 39, Hawesville 42348-0039	927-6945	927-6947

Mr. Mike Maloney
Weyerhaeuser Co.
P.O. Box 130
Hawesville, KY 42348

Mr. Bob Deckon
Precision Roll Grinders
200 Industrial Park Dr.
Lewisport, Ky 42351

Mr. Wayne Zogleman
Dal Tile Company
P.O. Box 450
Lewisport, KY 42351

Mr. Gary Evrard
Century Aluminum
P.O. Box 500
Hawesville, KY 42348

Mr. Jim Jones
P.O. Box 97
Lewisport, KY 42351

Ms. Patricia H. Meyers
200 Sands Drive
Lewisport, KY 42351

Hon. Frank Greathouse
Mayor of Lewisport
295 Riverview Drive
Lewisport, KY 42351

Hon. Jim Bunning
United States Senator
Room SH-502
Washington, D.C. 20510

Mr. Danny Doyle
200 Ridgewood Drive
Hawesville, KY 42348

Mr. Greg Batie
200 Overlook Drive
Hawesville, KY 42348

Mr. Jim Garrett
Western Kentucky Energy
P.O. Box 325
Hawesville, KY 42348

Mr. Steve Baker
McElroy Metal
9435 U.S. 60 East
Lewisport, KY 42351

Mr. Skip Seltman
Crescent Paper Tube
P.O. Box 449
Lewisport, KY 42351

Mr. Raymond Kliewer
Arvin Roll Coaters
2604 River Road
Hawesville, Ky 42348

Ms. Yvonne Taylor
P.O. Box 447
Lewisport, KY 42351

Ms. Shirley Hayes
1245 Meadowlane Dr.
Lewisport, KY 42351

Mr. Jonathan Miller
State Treasurer
Capitol Annex
Frankfort, KY 40601

Hon. Mitch McConnell
United States Senator
Suite 361A Russell Senate Ofc
Washington, D.C. 20510

Mr. Tim Elder
220 John Richard Lane
Hawesville, KY 42348

Mr. Russell Wheet
965 Hawes Blvd.
Hawesville, KY 42348

Mr. Wayne Edge
Southwire Corporation
P.O. Box 336
Hawesville, KY 42348

Mr. Willie Stroup
First Class Services
9355 U.S. 60 West
Lewisport, KY 42351

Mr. Mike Baker
Commonwealth Aluminum
P.O. Box 580
Lewisport, KY 42351

Mr. Jerry Peter – Personnel
Alcoa Automotive Casting
1660 St. Rt. 271 N.
Hawesville, KY 42348

Ms. Josephine Hagan
P.O. Box 387
Lewisport, KY 42351

Mr. Chad Gregory
P.O. Box 609
Lewisport, KY 42351

Mr. A.B. Chandler, III
Attorney General
118 Capitol Building
Frankfort, KY 40601

Ms. Sage Tongate
305 Riverview Dr.
Hawesville, KY 42348

Mr. Robert McCormick
515 Park Road
Hawesville, KY 42348

Hon. Charles King
Mayor of Hawesville
P.O. Box 155
Hawesville, KY 42348

ATTACHMENT 1

Hon. Jack B. McCaslin
Hancock County Judge/Executive
P.O. Box 580
Hawesville, KY 42348

Mr. Michael C. Powers
255 Buck Lane
Hawesville, KY 42348

Mr. Harold W. Newton
County Attorney
P.O. Box 355
Hawesville, KY 42348

Mr. Denny Long
Property Valuation Administrator
P.O. Box 523
Hawesville, KY 42348

Hon. Ron Lewis
U.S. Representative
2418 Rayburn House Ofc Bldg
Washington, DC 20515

Mr. William H. Covetts
Magistrate, District I
P.O. Box 129
Lewisport, KY 42351

L.T. Newton
905 Ed Brown Road
Hawesville, Ky 42348

Mr. Ralph Dale Bozarth
Sheriff
P.O. Box 427
Hawesville, KY 42348

Mr. David C. Gibson
Coroner
P.O. Box 274
Hawesville, KY 42348

Mr. Franklin W. Estes
Magistrate, District 2
367 Adair Road
Lewisport, KY 42351

Mr. Troy B. Russelburg
County Clerk
P.O. Box 146
Hawesville, KY 42348

Mr. Mike Axton
Jailer
P.O. Box 94
Hawesville, KY 42348

ATTACHMENT 2

Census Data Tables

Populations & Percentages

ATTACHMENT 2

Project Area	***Tract 9901***	*Total Population*	2,593	
		Low-Income	299	11.5%
		Elderly	288	11.1%
		Disabled	581	22.4%
		Minorities	60	2.3%
		White	2,533	97.7%
		Black	23	0.9%
		Hispanic	10	0.4%
		American Indian or Eskimo	14	0.5%
		Asian	1	0.0%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	1	0.0%
		Two or More	11	0.4%
	Block 1	Total Population	1,344	
		Low-Income	156	11.6%
		Elderly	142	10.6%
		Disabled	353	26.3%
		Minorities	31	2.3%
		White	1,313	97.7%
		Black	5	0.4%
		Hispanic	7	0.5%
		American Indian or Eskimo	7	0.5%
		Asian	1	0.1%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	0	0.0%
		Two or More	11	0.8%
	Block 2	Total Population	1,249	
		Low-Income	143	11.4%
		Elderly	146	11.7%
		Disabled	228	18.3%
		Minorities	29	2.3%
		White	1,220	97.7%
		Black	18	1.4%
		Hispanic	3	0.2%
		American Indian or Eskimo	7	0.6%
		Asian	0	0.0%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	1	0.1%
		Two or More	0	0.0%

Nearby Areas	***Tract 9902***	*Total Population*	3,345	
		Low-Income	457	13.7%
		Elderly	399	11.9%
		Disabled	978	29.2%
		Minorities	123	3.7%
		White	3,222	96.3%
		Black	42	1.3%
		Hispanic	40	1.2%
		American Indian or Eskimo	6	0.2%
		Asian	12	0.4%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	1	0.0%
		Two or More	22	0.7%
	Block 1	Total Population	849	
		Low-Income	54	6.4%
		Elderly	126	14.8%
		Disabled	266	31.3%
		Minorities:	30	3.5%
		White	819	96.5%
		Black	12	1.4%
		Hispanic	1	0.1%
		American Indian or Eskimo	4	0.5%
		Asian	11	1.3%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	0	0.0%
		Two or More	1	0.1%
	Block 2	Total Population	932	
		Low-Income	229	24.6%
		Elderly	105	11.3%
		Disabled	370	39.7%
		Minorities	56	6.0%
		White	876	94.0%
		Black	18	1.9%
		Hispanic	27	2.9%
		American Indian or Eskimo	2	0.2%
		Asian	1	0.1%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	1	0.1%
		Two or More	7	0.8%

Nearby Areas	**Block 3**	Total Population	1,564	
		Low-Income	174	11.1%
		Elderly	168	10.7%
		Disabled	342	21.9%
		Minorities	37	2.4%
		White	1,527	97.6%
		Black	11	0.7%
		Hispanic	12	0.8%
		American Indian or Eskimo	0	0.0%
		Asian	0	0.0%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	0	0.0%
		Two or More	14	0.9%
	Tract 9903	*Total Population*	2,454	
		Low-Income	371	15.1%
		Elderly	234	9.5%
		Disabled	768	31.3%
		Minorities	35	1.4%
		White	2,419	98.6%
		Black	6	0.2%
		Hispanic	14	0.6%
		American Indian or Eskimo	2	0.1%
		Asian	1	0.0%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	0	0.0%
		Two or More	12	0.5%
	Block 1	Total Population	1,336	
		Low-Income	192	14.4%
		Elderly	128	9.6%
		Disabled	432	32.3%
		Minorities	17	1.3%
		White	1,319	98.7%
		Black	1	0.1%
		Hispanic	10	0.7%
		American Indian or Eskimo	1	0.1%
		Asian	1	0.1%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	0	0.0%
		Two or More	4	0.3%

Nearby Areas	**Block 2**	Total Population	1,118	
		Low-Income	179	16.0%
		Elderly	106	9.5%
		Disabled	354	31.7%
		Minorities	18	1.6%
		White	1,100	98.4%
		Black	5	0.4%
		Hispanic	4	0.4%
		American Indian or Eskimo	1	0.1%
		Asian	0	0.0%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	0	0.0%
		Two or More	8	0.7%
	Hancock County	*Total Population*	8,392	
		Low-Income	1,127	13.4%
		Elderly	921	11.0%
		Disabled	2,345	27.9%
		Minorities	218	2.6%
		White	8,174	97.4%
		Black	71	0.8%
		Hispanic	64	0.8%
		American Indian or Eskimo	22	0.3%
		Asian	14	0.2%
		Native Hawaiian or Pacific Islander	0	0.0%
		Other Race	2	0.0%
		Two or More	45	0.5%
	Kentucky	*Total Population*	4,041,769	
		Low-Income	621,096	15.4%
		Elderly	504,793	12.5%
		Disabled	1,686,789	41.7%
		Minorities	433,756	10.7%
		White	3,608,013	89.3%
		Black	293,639	7.3%
		Hispanic	59,939	1.5%
		American Indian or Eskimo	7,939	0.2%
		Asian	29,368	0.7%
		Native Hawaiian or Pacific Islander	1,275	0.0%
		Other Race	3,846	0.1%
		Two or More	37,750	0.9%

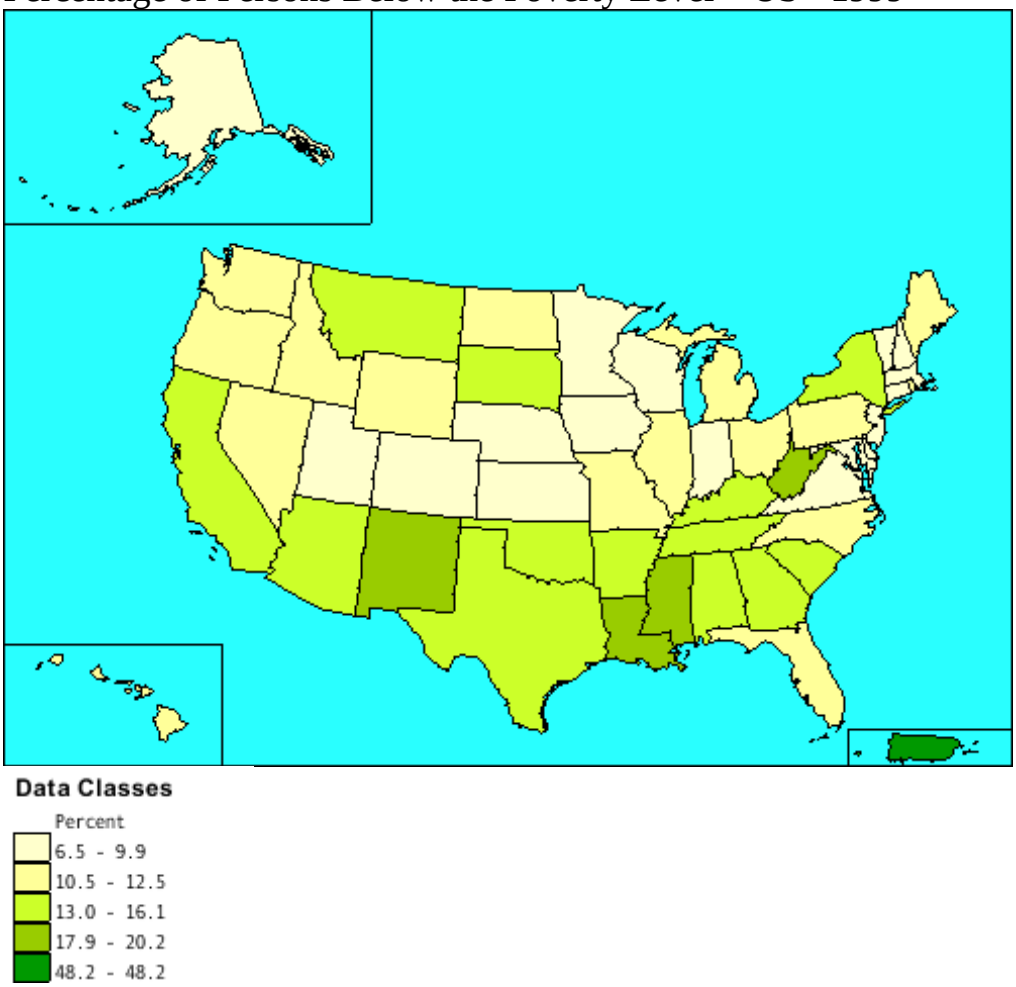
Nearby Areas	***United States***	*Total Population*	281,421,906	
		Low-Income	33,899,812	12.0%
		Elderly	34,991,753	12.4%
		Disabled	89,142,962	31.7%
		Minorities	86,869,132	30.9%
		White	194,552,774	69.1%
		Black	33,947,837	12.1%
		Hispanic	35,305,818	12.5%
		American Indian or Eskimo	2,068,883	0.7%
		Asian	10,123,169	3.6%
		Native Hawaiian or Pacific Islander	353,509	0.1%
		Other Race	467,770	0.2%
		Two or More	4,602,146	1.6%

ATTACHMENT 3

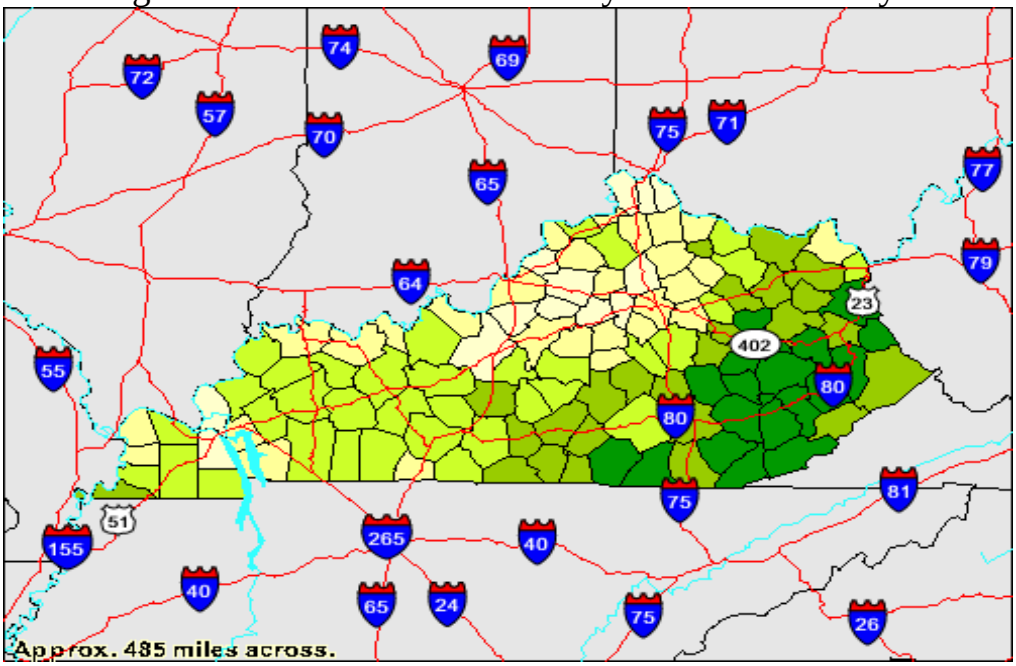
Census Data Maps

ATTACHMENT 3

Percentage of Persons Below the Poverty Level – US - 1999

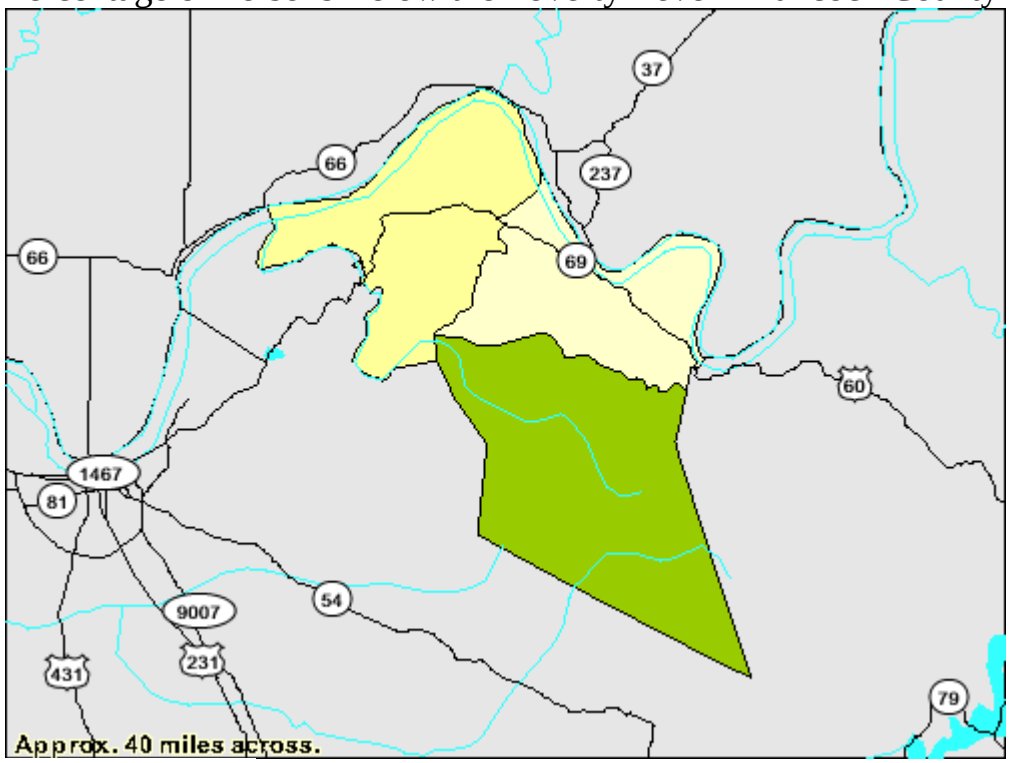


Percentage of Persons Below the Poverty Level – Kentucky - 1999



ATTACHMENT 3

Percentage of Persons Below the Poverty Level - Hancock County - 1999



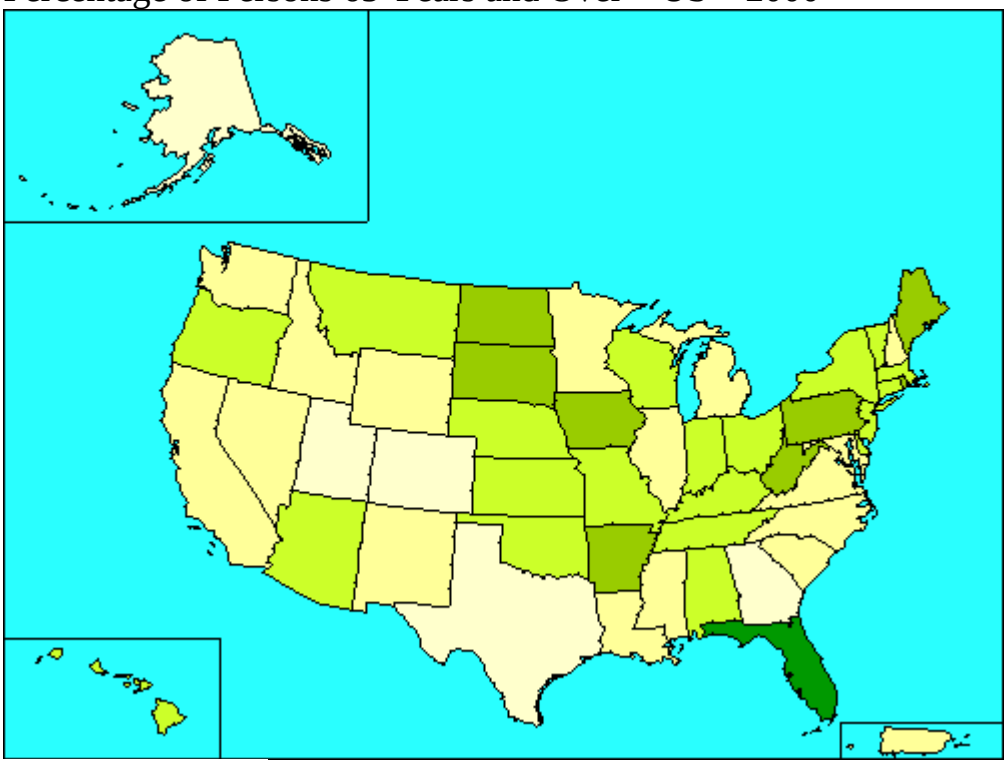
Data Classes

Percent

- 6.5 - 9.9
- 10.5 - 12.5
- 13.0 - 16.1
- 17.9 - 20.2
- 48.2 - 48.2

ATTACHMENT 3

Percentage of Persons 65 Years and Over – US – 2000

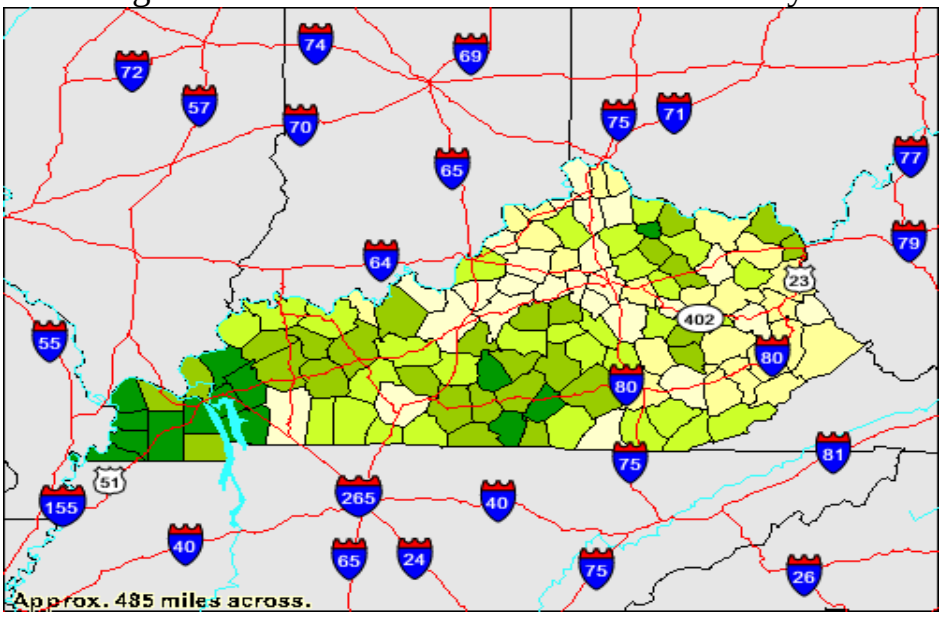


Data Classes

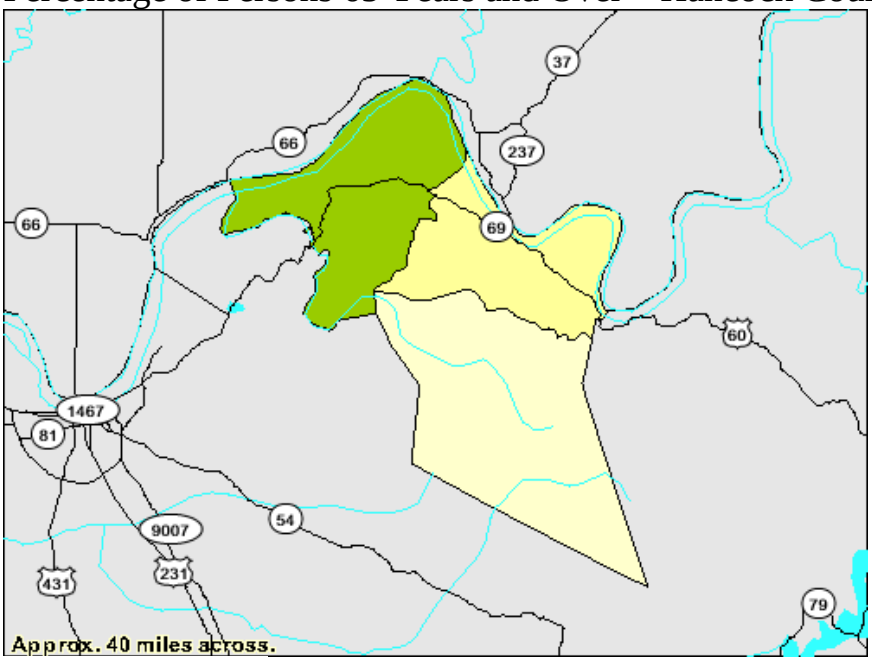
Percent

- 5.7 - 9.9
- 10.6 - 12.3
- 12.4 - 13.8
- 14.0 - 15.6
- 17.6 - 17.6

Percentage of Persons 65 Years and Over – Kentucky – 2000



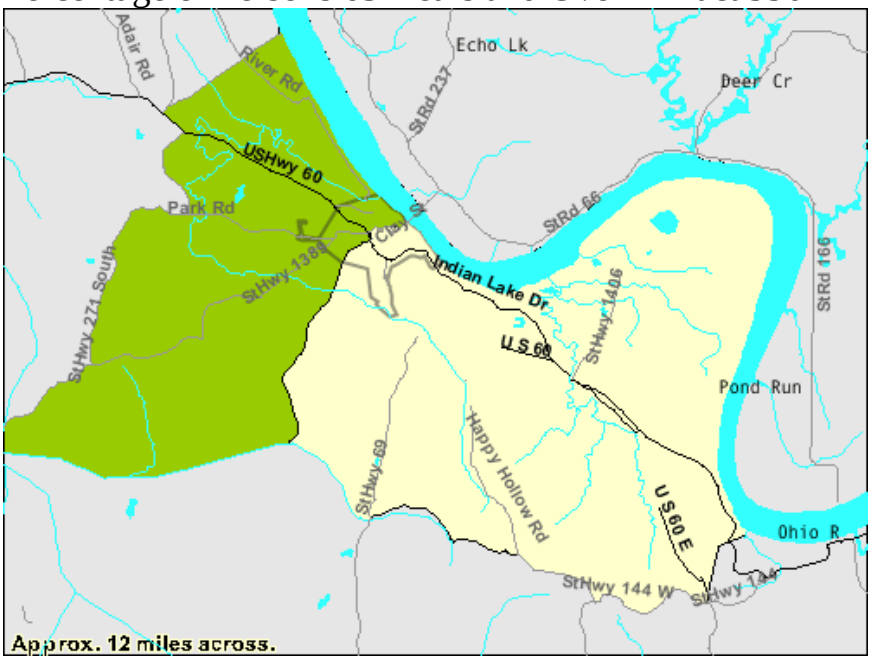
Percentage of Persons 65 Years and Over – Hancock County – 2000



Data Classes

Percent
5.7 - 9.9
10.6 - 12.3
12.4 - 13.8
14.0 - 15.6
17.6 - 17.6

Percentage of Persons 65 Years and Over – Tract 9901 – 2000



Tract 9902	Population	Percent
Low-Income	457	13.7%
Elderly	399	11.9%
Disabled	978	29.2%
Minorities	123	3.7%

Block 1		
Low-Income	54	6.4%
Elderly	126	14.8%
Disabled	266	31.3%
Minorities:	30	3.5%

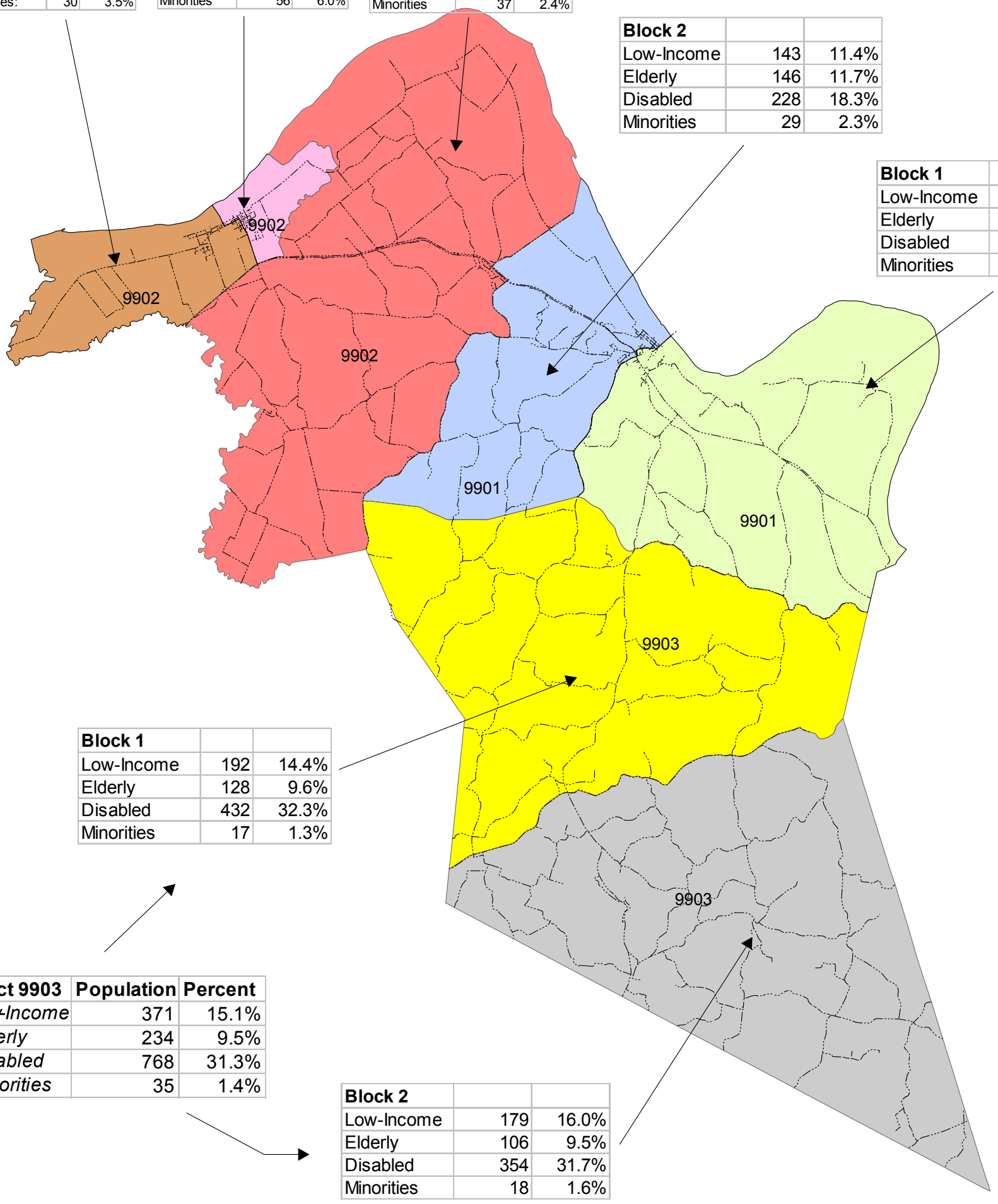
Block 2		
Low-Income	229	24.6%
Elderly	105	11.3%
Disabled	370	39.7%
Minorities	56	6.0%

Block 3		
Low-Income	174	11.1%
Elderly	168	10.7%
Disabled	342	21.9%
Minorities	37	2.4%

Tract 9901	Population	Percent
Low-Income	299	11.5%
Elderly	288	11.1%
Disabled	581	22.4%
Minorities	60	2.3%

Block 2		
Low-Income	143	11.4%
Elderly	146	11.7%
Disabled	228	18.3%
Minorities	29	2.3%

Block 1		
Low-Income	156	11.6%
Elderly	142	10.6%
Disabled	353	26.3%
Minorities	31	2.3%



Block 1		
Low-Income	192	14.4%
Elderly	128	9.6%
Disabled	432	32.3%
Minorities	17	1.3%

Tract 9903	Population	Percent
Low-Income	371	15.1%
Elderly	234	9.5%
Disabled	768	31.3%
Minorities	35	1.4%

Block 2		
Low-Income	179	16.0%
Elderly	106	9.5%
Disabled	354	31.7%
Minorities	18	1.6%

Legend

Block Group

TRACT, GROUP

- 9901, 1
- 9901, 2
- 9902, 1
- 9902, 2
- 9902, 3
- 9903, 1
- 9903, 2

N

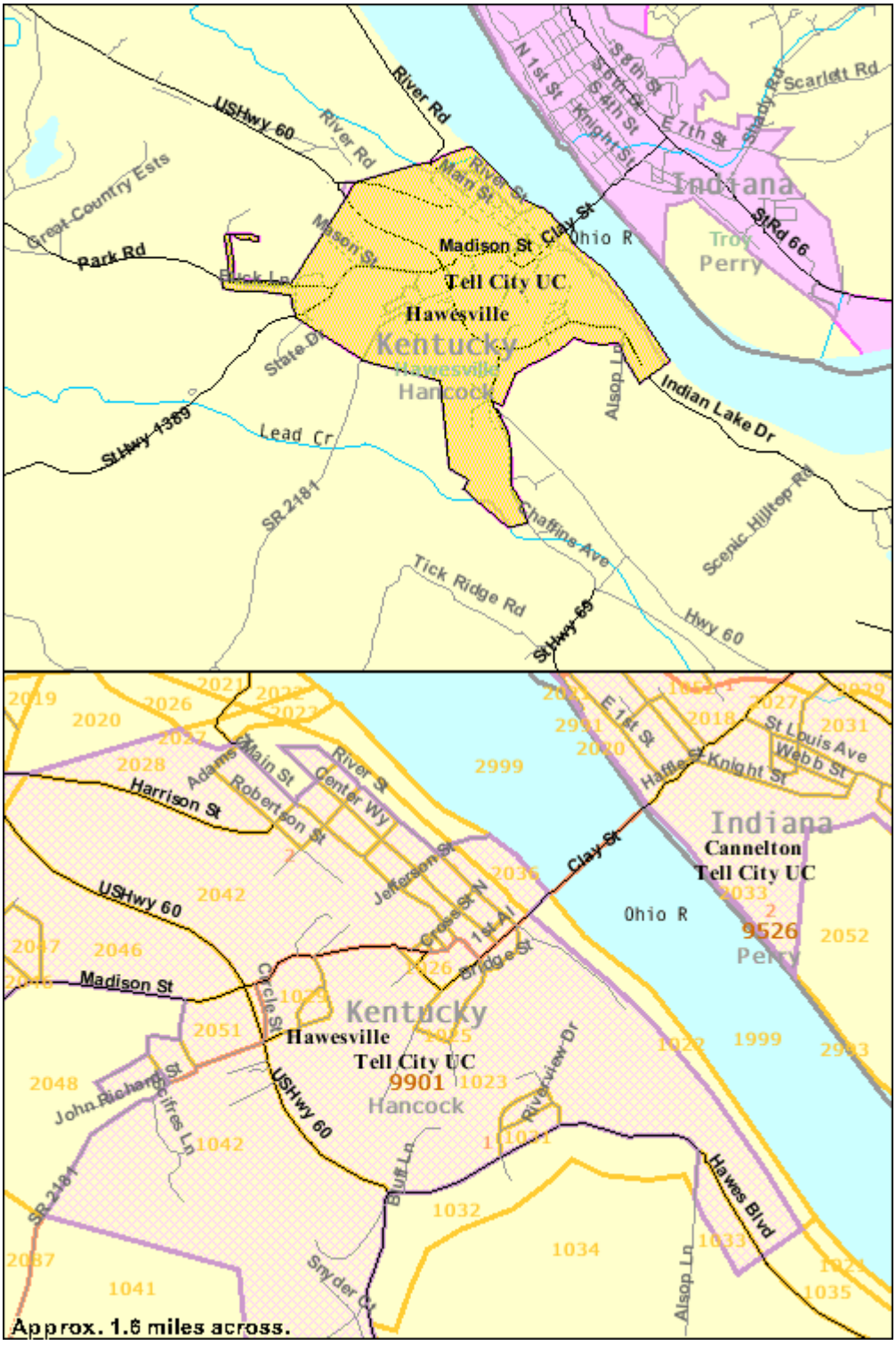
2.5 1.25 0 2.5 5 7.5 10 Miles

Hancock County Census Data

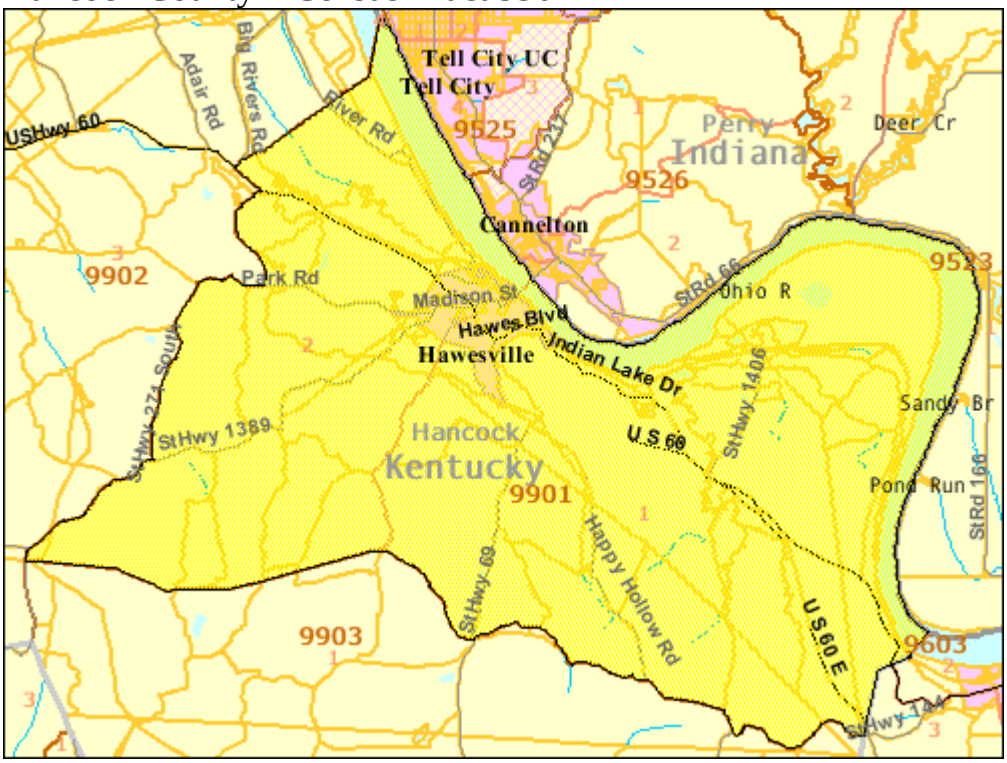
Green River Area GIS Development District
3860 U.S. Hwy. 60 West Owensboro, KY 42301
E-mail: gis@gradd.com
Phone: (270) 926-4433 Fax: (270) 684-0714
www.gradd.com

Additional Maps

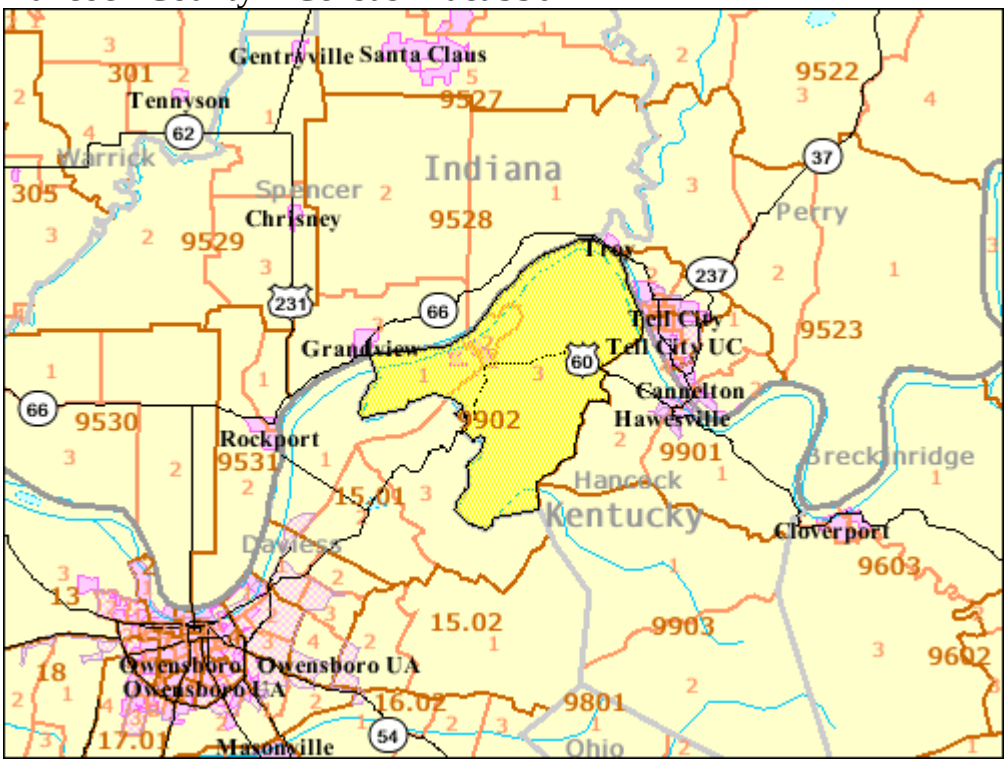
ATTACHMENT 4



Hancock County – Census Tract 9901



Hancock County – Census Tract 9902



ATTACHMENT 4

Hancock County – Census Tract 9903